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have already appeared in other papers will be inserted.

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DEATH. At the Civil Hospital, on 9th instant, Dr. WILLIAM HUNTER, Government Bacteriologi-t. The funeral will pass the Monument at 6 p.m.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C LONDON OFFICE: 131, FLEET STREET. EC



Hongkong, June 10th 1909.

In delivering judgment yesterday in an action brought by the Government against a frontager on the Praya reclamation, His Honour the Chief Justice made a few caustic observations on the actions of past Governments which will be read with keen attention not only by those whose interess are directly affected in any way by reclamations. but by the public at large. A criticism of Government action by the Chief Justice of the Colony is noteworthy because of ita rarity, though since Sir FRANCIS PIGGOTT has occupied the position of Chief Justice the public has been treated more than once to a few candid criticisms. In the judgment delivered yesterday there is some refreshingly vigorous language and a fine sarcasm which if it could only come under the eye of the officers of the Government responsible for the actions referred to, ought to make them squirm. But the story an old one and the blame does not apparently rest with any of the proent officers of the Government. The Chief Justice remarked that he "had been trained in the strictest school of constitutional law, more especially in its application to Crown Colonies," and "he had no notion disability of his deafness had enjoyed fairly of a Government passing an Ordinance and then acting autocratically, as if no Ordinance had been passed, and doing what it thinks fit. ' His Lordship in holding that

title to sue on the agreement in question either in his own right or as Governor of the Colony, delivered an interesting little homily "for the guidance of the Executive," and criticised "most adversely" not a few lines of Governmental precedure. Even our faith in the Government Gazette as a sort of Colonial Bible receives a rude shock. seem to have some recollection that not long ago, the Hon. Colonial Secretary was laying the flattering unction to his soul that he was the Editor of "the most important newspaper in the Colony." No one ventured to dispute the claim, and local journalists welcomed the Colonial Secretary to their ranks. We are strry to see that the Chief Justice has not only thrown some doubt on this claim of the Colonial Secretary, but has further expressed the opinion that not everything that appears in the Government Gazette can be received as gospel. The Chief Justice tells us that the Gazette is "generally in charge of the Assistant Colonial Recretary or sometimes of a chief clerk," and yet the Evidence Ordnance regimental career in that distinguished regi-"simply makes anything which a junior officer chose to put into-a notice in the Gazette prima facie evidence." This was one of the things which His Lordship the Buffs") Regimental District, Canterbury, 1887. Chief Justice could not pass over "without criticising most adversely." During the time Sir Francis Piggott has presided over the Supreme Court of this Colony, he seems to have found not a few holes in our local ordinances, due to bad drafting. Another case in which his lordship delivered a judgment yesterday had reference to rights destroyed by an error in the drafting of an ordinance, an error which has since happily been repaired. In the case in which the Government is suing for specific performance of agreements in respect of reslamation lots it does soom extraordinary that the agreements were not drawn up in manner which would have given Governor of the Colony for the time being right of action in the Courts to enforce them. But, as we have already mentioned these agreements were made a long time ago, and it is permissible therefore

The Hawke, cruiser, Captain H. D. Wilkin, arrived at Portsmouth with relieved crews from China station on May 13th.

to hope that things are not done so in-

differently now-a-days.

Three fatal cases of plague, all Chinese were reported yesterday. Two were from the city of Victoria, and one from Reclamation Street. Yaumati.

Regiment, who has spent many years in China. home on leave, and a number of friends assembled has just left to undertake an official position under the Chinese Government. He is to farewell, His Excellency the Governor giving reorganise the police in the Nanking Provinces. | a dinner on the eve of his departure.

A native appeared before Mr. F. A. Hazeland No anonymously signed communications that at the Magistracy yesterday on the charge of trespassing on Army Ordnance property. His excuse was that one of his fowls flew on to this property and got lost in the bush. While searching for it he was arrested. His Worship imposed a fine of \$5", the alternative being two months' imprisonment.

> Before Mr. F. A. Hazeland at the Magistracy yesterday, a Chinese toatman named Wong Fuk, was arraigned on the charge of stealing a log of teakwood weighing about two and a half hundredweight. The defendant stated that the wood was carried alongside his boat by the tide. n Indian asked him to pick it up. He did so, took it ashore, and was arrested. The Indian told the Court that he saw the defendant lift the

The annual report of the directors of the Shanghai Mutual Telephone Co., Ld. for the year ending 31st March, 1909, shows that the amount available for appropriation is Taels 47.934.97. Of this amount it is proposed to pay a dividend of three taels per share, thu absorbing \$43.620. Directors' fees will account for another \$1,500, and the balance \$2,824.97 will be carried forward to next year's account. The report further states that contracts covering a thirty year franchise, on satisfactory terms, have been concluded with the two Councils; and the directors are of opinion, having regard to the depression in trade, that the increase of subscribers may be considered as satisfactory.

death of Mr. William Henry McLeod Read, C.M.G., which took place at Blackheath at Lee, S. E., on May 10. Mr. Read, who may fit be termed the Nestor of Singapore and the Straits Settlements, for as long us the oldest Straits inhabitant can remember, was in his 91st year. It is curious to note that he was born in London on February 7, 1819, within a few hours of the time Sir Stamford Raffles hoisted the British flag over Singapore, and it may be added that his father came to the Colony almost immediately after its foundation. Mr. Read had been the inmate of a nursing home for some time, and but for the physical good health up to comparatively recently. The late Mr. Read arrived in Singapore so ago long as the year 1841. For approaching nearly half a century thereafter there were few leading Sir Frederick Lugard bad no right or | character that his name was not associated with in a more or less prominent manner.

#### the Colony yesterday by the P. and O. steamer Devanha, and there can be no doubt that the morry little maids attracted much attention They open a season at the Theatre Royal to-night with "The Gay Gordons," a picturesque piece which has been exceptionally popular at home

and the popularity of which the Bandmann

Opera Company are maintaining in the For

Leopold Fischer, on remand, again appeared before Mr. J. H. Kemp at the Magistracy yesterday when Mr. F. B. L. Bowley, Crown Solicitor, applied on behalf of the Netherlands-Indies Government for hisextradition to Batavia The defendant is wanted in the Dutch Indies to | London answer a charge of embezzling 7,000 guilders. The Consul-General for the Netherlands in South China testified to examining translations. of the evidence from Batavia. On comparing

them with the originals he found they were

literally correct. The hearing was further

adjourned.

Major-General Frederick T. Hobson, who has just been appointed colonel of "The Buffs," in succession to the late Lieutenant-General Sir Julian A. R. Raines, G.C.B., passed all his ment, entering it so far back as the year 1857, and eventually attaining to the command of the 2nd Battalion, then at Hongkong, in 1883. He subsequently commanded the Third ("The 92, and from 1897 to 1902 he commanded the troops in Ceylon with the rank of major-general, AUSTRALIA'S DREADNOUGHT. to which he was promoted in the first-mentioned year. With the gallant "Buffs" he went through the China War, 1860, including the hand-to-hand fight with the hordes of Chinese on the plains of Sinho, the action of Tangkhu, cepted the Commonwealth Governand the assault and capture of the Taku Forts (medal with clasp).

The Rev. F. B. Meyer arrived by s.s. Devanha yesterday morning from Singapore, where he has been conducting a very successful series of meetings during the last 10 days. Night after night the great Theatre has been crowded and a deep impression made. The Revs. C. H. Hickling, I. Genähr and Mr. T. M. Elliot welcomed the gentleman, who seemed in good health and had enjoyed his voyage. At a Committee meeting held immediately on his arrival, presided over by the Rt. Rev. the I ishop of Victoria i was arranged that the meetings should be held as follows: Thursday, Friday, Monday, Tuosday, Wednesday and Thursday afternoons at 5.30 p.m. open to all; each evening, except Saturday, meetings for men only. All the above meetings to be held in the City Hall. A great" mass meeting has been arranged for Sunday night in the Theatre, open to all.

#### IMPENDING DEPARTURE OF THE COLONIAL SECRETARY.

The Hon. Mr. F. H. May and family are expected to leave by the next P. and O. mail for Major Menzies, of the South Lancashire England. The Colonial Secretary is returning at Government House last night to bid him

A FATAL COLLISION.

VERDICT OF MANSLAUGHTER.

At the Magistracy yesterday afternoon before Mr. J. H. Kemp, sitting as coroner, and Messrs. London. T. Hunter, A van Ginkel and A. F. Warrack, jurors, an inquiry was held into the circumstances of the death of a Chinese boat girl named Lo Kam Tai, who was drowned through an unknown launch colliding with, and capsizing the boat, on which she was sleeping.

The master of fishing boat No. 3238 stated that the collision occurred at 2 a.m. on May 15th His vessel was at anchor near Shankiwan at the time, and his family; including deceased, were on board. When witness heard the noise made by the approaching launch he arose, but just then log of wood on his shoulder and walk off. His the vessel struck the fishing hoat and capsized Worship did not believe this, and discharged it. Witness dived from beneath his boat and called out "save life." The crew of the launch did not offer any assistance, but steamed straight on. Assisted by other boats' crews. witness succeeded in rescuing all on board with the exception of Lo Kam Tai, who was under the upturned craft. His young son, who was on board at the time, died on the same day at the lecturer, stated that Lieut. Simmonds the French Convent.

His Worship informed the jury that in the sulting from the lecture. At the conclusion case of the second child, a doctor certified that the lecture, Lieut. Colonel Chapman addressed he had died from bronchitis.

or near any wharf. Another boat was anchored give a prize for the second best essay. After alongside his, and both vessels were struck the National Anthem, cheers for the lecturer above the hoods. Witness trimmed and lighted to the woods behind the school, where an exhibihis lamp, and it should have burned all night. I tion of Baden-Powell Boy Scouting, in which Singapore papers announce with regret the The only light witness saw on the launch was both schools took part, was witnessed. at the stern.

Another boatman, who corroborated the evidence of the previous witness, stated that the hull of the launch which collided with them was gray, while the funnel was yellow.

directions, returned a verdict of death by drowning, and of manslaughter against some person or persons unknown, on board of an unknown

## GIRL PARITONE.

A fifteen-year-old girl with a fully developed man's throat and a perfect baritone voice has been discovered by Mr. Frederick Little, a music-hall agent. Her name is Marie Dreams. the Imperial Tobacco Company as a cigar stripper. Her throat has been examined by specialists, who regard here as an extraordinary questions whether of a public or quasi-private private concert previously she sang three or four baritone songs, doing particularly well with " My Old Shake."

# The Bandmann Opera Company arrived in TELEGRAMS.

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#### JAPANESE ROYALTY IN LONDON.

London, June 9th.

The Japan Society has held Garden Party in honour of the visit of Prince and Princess Nashimoto to

Members of the Diplomatic Corps Rt. Hon. R. McKenna K.C. (First Lord of the Admiralty) and many other prominent people were present.

#### INTERNATIONAL HORSE SHOW.

London, June 9th.

The French have won the Cup at the International Horse Show at

London, June 9th.

The Imperial Government has acment's offer of a Dreadnought.

#### WIRELESS TELEGRAPHY ON THE BRITISH COAST.

London, June 9th.

over the wireless telegraph stations on the coast and to establish others at strategic points, keeping them open, however, for private use.

#### THE GERMAN NAVY...

London, June 9th.

The "Berliner Tageblatt" states that the next German Navy Estimates will show a considerable increase for the maintenance of the Reserve Fleet, and new proposals for the acceleration of the construction of fast battleships will be made in 1911.

## SIR CLAUDE MACDONALD.

London, June 9th.

Sir Claude Macdonald, H.M.'s Ambassador to Japan, has arrived in

## THE U.S. TARIFF BILL.

London, June 9th.

It is stated in New York that Legislature that it is to be deemed not to have President Taft will veto the Tariff Bill unless there are radical changes. particularly irritated over the cotton

## VICTORIA SCHOOL

A lesture on "Wellington" was delivered at 1.30 a.m. yesterday by Lieut, Simmonds R. A. at Victoria School to the senior pupils of the Kowloon and Victoria Fchools. Mr. B. James. Head Master, in introducing had offered a prize for the best essay rethe pupils and informed them that he had per-Witness, proceeding, said his vessel was sunded the Head Master to give them a halfnot anchored in the track of any launches, holiday and also that it was his intention to Both boats had lights at the stern which showed and Col. Chapman, an adjournment was made

## A SYNDICATED LUNCH.

Apropos of the anniversary of the death of

Alfred de Musset, a Paris contamporary relates

an amusing incident in the life of the poet. The jury, after hearing his Worship's Three friends one day had taken a walk into the country, and returning, discussed the prospects of lunch. One observed that he could eat a fine lunch, the other said a moderate lunch would satisfy his desire, while the third confessed that any kind of lunch would content him. Unfortunately funds were very low. I have a good idea, said one, and he took the other two to the house of a music publisher. Addressing the publisher, he said, "Monsieur, we have come to ask you to buy a song. This gentleman has written the words, this one the music. and this and until quite recently she was employed by one, the only one who can sing, will-sing-it." The young man sang and the publisher WAS so satisfied that he acquired the song for case. Marie Dreams was engaged to appear fifteen france, and the three hungry travellers, at the Oxford Music Hall on May 22nd. At a rejoicing, made for the nearest restaurant. The author of the words was Alfred de Musset, the musician Maupou and the singer Dupree The song was "Andalusia.".

### SUPREME COURT. Wednesday, June 9th.

IN OBIGINAL JURISDICTION

BEFORE THE CHIEF JUSTICE (SIR F.

Piggott). ACTION FOR CRIMINAL CONVERSATION,

Judgment was delivered by his Lordship on a point of law raised in action brought by Thomas Alexander Mitchell against John Lemm for criminal conversation. Sir Henry Berkeley, K.C., instructed by Mr. Steavenson, of Messrs Deacon, Looker Deacon, appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. Harston, appeared for the defendant.

After explaining that plaintiff brought the present action on the same terms as the previous one, and stating, that defendant claimed that the matter was res judicata, his Lordship dealt with the authorities covering the case, and in conclusion said:-These cases proceed on an accepted principle, that so far as the law is concerned rights do not exist until they are ascertained, and determined by such ascertainment and although the rights may have been in ex istence for a long time, yet for all legal purposes, unless the decree ascertaining them otherwise orders, they are not acquired until a decree pronounces in favour of their existence. Acts of the parties may of course take the pl of a decree ascertaining the right, if they are sufficient and effective. The application of this principle to retroactive legislation is established in these cases; it alters the rights which the persons affected had before it was passed, and they may enforce them; but it does not affect rights already acquired, that is, determined; and this simple explanation is sufficient; the person who has acquired them acquired them under the law as it existed at the time, and there is nothing left on which the new law can operate; the question is, in fact, decided, and is res judicata. It certainly requires express words to cancel or destroy rights which have already been determined and acquired.

In coming back to the facts before me, I first The Admiralty proposes to take repeat the questions which I have already put, based on the standard cases on res judicata Was the former judgment of this Court on the merits of the issue raised in the present action between the parties? The answer must be 'No." What then did that judgment decide? That the right of action for criminal conversation was non-existent when been destroyed. That cannot be pleaded as res that the destroying Ordinance has itself been destroyed, its effect wiped out, and everything declared to be and to have been just as it was before the Ordinance of 1895 was passed. now put the question which results from the three cases which I have just examined. Did the defendant acquire any rights by that judgment which are in issue in this action? If he did, alike on general principles as laid down in these cases, as on the effect of repeals as laid down in the Interpretation Ordinance, and which of course apply to this Ordinance of 1908, those could be said to have acquired was not to be vexed twice for the same cause, which is turning the argument in upon itself; it is petitio principii, and only raises again the very questions which I have been discussing, in order to ascertain whether they exist or not. The only other possible right which is perceptible as having existed during the period 1895-1908, is to have criminal conversation with another man's wife with impunity. Such was the law then, and it has now been declared by the been the law. I am therefore of opinion that from all points of view that plea fails. 'Whether as a fact this defendant did have criminal conversation with the plaintiff's wife, as is alleged, is a question still to be decided.

# THE GOVERNOR AS PLAINTIFF.

His Lordship gave his formal judgment in the action in which H. E. the Governor was plaintiff, and Chu Ping, of 313 Des Voeux Road, was defendant. The action was for the specific performance by the defendant of an agreement dated 19th December, 1889, whereby Chu Chuen (now deceased) agreed with the Governor of Hongkong, for the consideration therein mentioned, either to resign an equitable proportion of the clamation to Marine Let No. 53A, or to pay an equivalent sum of money to the owners of Section B. and D. of the said lot. The plaintiff also asked for the specific performance of a certain declarations, and for costs.

Sir Henry Berkeley, instructed by Mr. Dennys, took the place of the Hon Mr. H.E. Pollock, who formerly conducted the case for defendant.

into in the case of the Praya reclamation but they | had not the remotest idea. Certainly not comsuing to enforce the rights of the Government does not arise, because, on the plain wording of Sing away," said the publisher, "and we shall action can be brought on this agreement, it must be brought by a p rty to it, or some one to whom the rights have been assigned, and Sir Frederick Lugard is not a party to it, nor the assignee of the rights. This defect is remedied by the addition that he is suing for who had accepted and among them tigured the

and on behalf of the Governor of Hongkong, for the addition amounts to nothing, and cannot invest Sir Frederick Lugard with a right which he himself does not possess. I must therefore treat this as an action brought by Sir Frederick Lugard to enforce cause of action, which, if it exists at all, exists in him personally, though as his title to the action asserts rights, which would result from a judgment, they would not be his personal rights, but would be obtained by him for and on behalf of the government of the Colony.

. . A careful study of the ordinance. makes it remarkably plain, so plain that the wonder is that it should have been so misunderstood. . . . The Government had this large scheme on hand and had determined to undertake it provided those who would directly benefit from it would bear the cost-And the result of the preliminary negotiations was that the majority of the frontagers were willing to accept this bonefit provided they each had some share in the land reclaimed. What share? Well, the Government could not say definitely, because the scheme was still in embryo; so they said if you contribute your share of the expense individually you shall have what any one would think was your proper share having regard to the public requirements for roadways and streets; and of course having regard also to the claims of other lessees. With the majority of the frontagers in favour of the scheme the Government decided to proceed, and determined on what was, no doubt, forcible expropriation so far as the minority was concerned. After referring to the circumstances at the passing of the ordinance his Lordship continued: Suppose in fact that some or many had raised the question that the original compact on which the ordinance was based, that the division was to proceed on the principle of equitable proportion, had not been complied with, can there be any doubt that they would have been entitled to be heard? Assuredly not. - They could not have protested before the ordinance was passed because the plan was not in existence. Having had much practical experience in such matters, I say unhesitatingly that a Government would be mad which insisted on pressing through a scheme such as this if it had been challenged as being a breach of their original undertaking by those with whom the undertaking was entered into. Fortunately nothing of the sort happened, and so far as one can judge the adherents seem to have been satisfied that alleged adultery took place, because it had the Government had kept faith and that the proportions allotted to each were equitable judicata in this action, the basis of which is from the standpoint of each. There is no evidence that such was the case, but it might be well that this very question which is raised between non-adherents, should have been raised among adherents; and I have no hesitation in saying that if the question whether the complete ignoring of back section holders had been so raised they would have been entitled to a patient, hearing and further that if there had only been one without prejudice to the rest of the scheme proceeding, he would have been entitled to have the question, which is raised in this action, very seriously considered rights would be respected, and the matter would by the Government, and if necessary, by the be res judicata. But the only right which he law officers at home. For I wish to say this at once: That is a very serious question, one not to be so easily assumed adversely to the back section holders as seems to have been done by the Government in this case. Referring to the judgment of his learned predecessor, who said that "equitable proportion" meant so much as a court of equity would give, his Lordship said the Government ought to have treated the protest they had received with less scant courtesy than they did and a timely reference to the law officers at home would have saved this troublesome and very costly litigation. The Government had begun by ignoring its own ordinance. Its duty was manifest, and an amending ordinance ought to have been passed immediately giving the Government and the lessees further time to settle differences. He had been trained in the strictest school of constitutional law, more especially in its application to Crown Colonies; a legislature had been provided and the rights of that legislature must be respected even in the smallest detail. Further, in this case, the rights of individuals were being dealt with and the greatest circumspection was necessary on the part of the Government and its officers that everything should be done regularly. He had no notion of a Government passing an ordinance and then acting autocratically as if no ordinance had been passed and doing what it thinks fit. His learned predecessor in his judgment in the Full Court said: "The Crown, could, however, second agreement dated 24th. July, 1903, for I presume, by its representative, allow the agreement to be entered into after the three months under its general powers if not under its statutory authority." With much respect such general powers which involvthe plaintiff, and Mr. M. W. Slade and Mr. G. C. ed passing by the provisions of an ordinance did Alabaster, instructed by Mr. Gedge, of Messrs not exist. For further guidance of the Execu-Johnson, Stokes and Master, appeared for the tive, he thought it advisable to correct such a misleading impression, which seems to have In the course of a lengthy judgment his prevailed in the colony, and what the Govern-Lordship said :- The preliminary objection had ment thought they were achieving by dating been taken that Sir Frederick Lugard had no the agreements and getting them signed by right-to-bring-the-action. The position was the land officer within three months and not this: It may be that the Government is to be by the other parties, more especially when the ultimately benefitted by the agreements entered other parties were not ready to sign them, he are not entered into on its behalf, nor does the pliance with the ordinance. After referring to Government figure in any of them. Therefore, the preliminary point that had been raised, his the simple case I have imagined of the Governor | Lordship, said he was of opinion that Sir F. Lugard the present Governor, had no right or title to sue on the agreements, and the fact that the document, it has none. Therefore, if any he alleged that he was suing on behalf of the Government did not alter the position of affairs and therefore that a non-suit should be entered. Reverting to the facts, he said there appeared in the Government Gazette of 19th December 1891 a notice which contained a list of lessees

and of course it was objected to, but the Evidcriticising most adversely. By section 26 (3) civil proceedings "all proclamations, etc., and other official communications of the Government appearing in the Government Gazette may be proved by the production of such Gazette and shall be prima facic proof of any fact of public nature which they were intended to notify." The provision ought to be at once repealed. It was impossible in this way to make any document which was of a public nature and the junk with which the Holstein collided. contributed to the collision as with proper which was put into Gazette prima facie ovidence of the truth of the contents; that was, shift the burden of proof on to the other side, compelling the question on the evidence. I cannot accept officer in question would have seen at a glance him to prove the untruth. The Genette was generally in charge of the Assistant Colonial. Secretary or sometimes of a chief clerk and it simply made anything which a junior officer chose to put into the notice prima facie evidence. The danger of the provision was well illustrated by what occurred in this case. The notice must have been a mistake. It could not have been intentional because it was diametrically opposed to the facts, and yet it was attempted to put it -in in evidence. Continuing he said that the Government was bound by the judgment in the former action, and he suggested that one point, by the Government, should now be referred home slipped by the steamer. Moreover the identity which the second mate drew as to the course of

defendant with costs. considered the position.

Cheong Wai, owner of the junk No. 12,115 While therefore, I admit the force of the question and one question only, there are against Michael Jebsen, of Apenrade, Schleswig- assessor's doubts, I must hold that the junk's a variety of subordinate questions but by the Holstein after the collision. Holstein, in the Empire of Germany, owner of identity has been established. I now come to the they all come back to this one. Was the the steamship Holstein, plaintiff claiming question of lights. The evidence of the plaintiff inference which the second mate drew as \$10,000 for the loss of the junk and her cargo. himself shows that the junk was not carrying to the course of the junk a reason-The collision took place place on the China Sea two bright white lights of which one was on able and seamanlike one? This inference was on 4th October, 1908. The Hon. Mr. H. E. the foremast head; she was apparently carrying that when he first saw her light she was on the Pollock, K.C., instructed by Messrs. Goldring one in the stern which was out six feet above starboard tack and that his subsequent Barlow, and Morrell, formerly appeared for the her hull or sixteen feet above the sea. If she observation of her one light led him to the appointment of Government bacteriologist in plaintiff who was now represented by Mr. H. G. had a second light it was on her main most and conclusion that she had altered her course and Calthrop, and Mr. M. W. Slade, instructed by not on the foremast; it was not at the top even was coming back on the port tack. The Messrs. Deacon, Looker and Deacon, appeared of that mast and was not so high as the light in subsidiary questions are—If he had held on his A man of high attainments, he seemed to have

His Lordship said:—The plaintiff is the bring the junk within sub-section 30 of a new his starboarding his helm bring about the mise, and the news of his death yesterday for the defendant. owner of a certain junk and he brings an action section introduced into the Merchant shipping collision, or if he had ported his helm, would be evoked expressions of deep regret from all who in rom against the s.s. Holstein for damages re- Act of the colony by Ordinance 16 of 1906. Still have struck her or would be have avoided knew him. The most profound sympathy is felt enting from a collision, which is alleged to have The misprint of section 11 for section 5 of the her? The court is not to be wise after the with Mrs. Hunter in her bereavement following possible by the provision of the law allowing occurred in the China Sea, during the night of an earlier amending Ordinance of 1905 may be event; and we know now that, if he had done as it does so closely upon the sad death of her the workmen to select their own doctors. In 24th October, 1908, about seven miles due south treated as such as it is immaterial; because anything but what in fact he did, there would little son in a London lift accident as they were March 1908, in a case heard by the juge de paix or of Tong Mi Point. The stories as told by those section 25 of the principal ordinance is have been no collision. If, as a matter of on the eve of returning to Hongkong at the on board the two vessels are more than usually in fact amended by the Ordinance of 1905 fact, the junk did alter her course, then end of last year after twelve months' holiday at discrepant. The junk was, according to the story and therefore incorporated into it irrespect possibly different considerations might arise. Home. Dr. Hunter returned from his leave in produced were rejected as being worthless, the told by the master and his steersman, proceeding tive of the erroneous recital. The object I therefore put this fourth question to January last. His career is set out in Who's Who signatories having witnessed to phenomena to her regular fishing ground which lies about of this section is to extend the provisions the assessor—In your opinion did the junk in the Far East as follows: to not legum when the light as to lights prescribed by section 25 of the alter her course. His answer is -No, I believe been fishing in the bay between that point and principal ordinance for junks when under way in that the junk was on the port tack and kept her London; Government Bacteriologist, Director Chi Lang Point and was sailing on the port | the waters of the Colony to junks when they course the whole time the s.s. Holstein was in of Bacteriological Institute, and Medical Officer tack with a light northeast wind, as near to the are beyond those waters. It provides that if in sight up to the collision. The assessor bases in charge of the Govt. Public Mortuary; Lecwind as she could sail, and with only just any section brought in a court in the colony in himself, of course, on the nautical evidence; and turer in Pathology and Bacteriology, School of wind as one count on. The men say that respect of a collision between sunset and sunrise, with regard to that evidence I see no reason for Medicine for Chinese, Hongkong: b. May 25, steerage way on her. The men say that steerage way on nor. Inc. and take them in or outside the waters of the colony, between disbelieving the statements of the junk people 1875 at Macduff, Banffshire, Scotland, s. of the in ordinary circumstances about six hours a junk and another vessel, it is proved that the to get to the fishing ground without tacking; junk did not carry the lights prescribed for sailalso that they did not tack at all after they were once on their course, which was set before they got away from the Point. The Holstein was proceeding on her regular course from Swatow to Hongkong at about eleven knots. The night was clear with starlight but there was no moon. The discrepancies in the two stories begin at once. The junk, says the owner, was hit by the Holstein, aft of her after bulk head " just where we go down into the cabin"; the stern was wrenched off and sank with four persons on board, who were drowned. The remainder of the junk was towed to the shore by another junk which was in company with the plaintiff's junk, and afterwards towed round to Shankiwan; and colonies, the question whether this provision is there she is, or was, when this action was comultra vires the Hongkong Legislature or not, menced, on the slips, in witness of the story, as Messrs Long Hing's excellent photographs showed. And a Chinese firemen from the Holstein came that the junk was in fault. The proviso is as and told us that he had seen the bit of the stern follows " unless it is shown to the satisfaction floating down the starboard side of the ship level with the water, apparently just on the point of sinking. He also heard cries of "save life," but the master and second mate of the Holstein threw doubts on this story and questioned the identity of the junk on the slips with that of the junk with which they were in collision. For this reason—it is quite true that their ship did strike a junk about where the junk people say she struck theirs, but there was no crash, only I suppose a bump; and they heard no eries; and as the junk with her sails set slipped down alongside the Holstein both muster and mate say they saw the outline of her sails and her three masts standing; that is to say, they saw would have been suspended. Therefore, according to them, this junk was not cut in two at all, and the vessel on the slips of which we had the photographs is not the junk with which they col-

name of Yu Chow in respect of sections B and | junk sailing slowly across her bows at more or | local legislation which I am considering, and | knots an hour, with the Holstein going at 11 | These answers show that the assessor thinks do you accept the mate's statement that either that the damage done to the junk was had there been the regulation lights he could very slight and was deliberately aggravated have told the junk's course more accurately? when she was brought to Hongkong, or suffered | His answer is-Emphatically, it cannot be more damage while she was being towed down, said that the infringement of the regulations. or that the junk on the slips was not as to lights could not by any possibility have He naturally cannot do more than give expres- lights, that is, a high light forward, and ansion to his doubts. I must therefore decide other light some fifteen feet lower and aft, the the theory that the junk is a different one how the junk was coming. Looking at this altogether, for the coincidence would be too question as a judge I see a great distinction extraordinary for me to adopt in the absence of | between the facts of this case and those of the anything but surmise to guide me. And if she | Englishman. There the trawler had infringed was the junk and was on the slips she was there | the regulations by not exhibiting the regulabecause she was damaged, presumably by the tion lights; but the court held that in

collision; this would not affect the judgment the absence of a lookout on the part but only the amount of damages, as to which of the schooner, this neglect on the there would have to be some precise negative part of the trawler could not by any posevidence. I have reason to doubt the infer- sibility have contributed to the collision. ence drawn by them on the night in ques- Each case must be decided on its merits, tion. I conclude that they must be mistaken and even assuming the Holstein to have as to what they saw of the junk as she been in fault by reason of a wrong inference stay of execution was granted while plaintiff if proved might have gone far to substantiate collision caused by the wrong inference as to the suggestion; such as careful examination of her course. I therefore hold the junk to Judgment was delivered in the action for the junk itself, and as to the ownership as blame. Is the Holstein also to blame? This damages for collision instituted by Wong shown by the books of the owner of the slips, seems to me to resolve itself into one

Regulations or the lights prescribed for junks by section 25 of the principal ordinance as amended, then such shall be deemed to be in fault. I think the grammar, although it was criticised, bears the meaning I had given to it. It is intended to be a procedure ordinance, denying the right of action to junks unless certain conditions have been fulfilled; but is drafted in such a way as to make it differ hardly if at all from substantive legislation having an extratorritorial operation. But in view of the decision I have recently given on the effect of the King's non-allowance or express allowance of Ordinances in Crown

words this case does not fall within them because there is nothing to show that the omis- the officer of the watch on the a.s. Holstein first sion to carry the prescribed lights was necessary. saw the light I do not think for a moment that But I was referred to the case of the he considered what tack she was on as there was Englishman where, so it was said, gimilar words used in a section of the Morchant Shipping Act 1894 had received a different construction. The Englishman was based on a judgment of the Privy Council in the Fanny M. Carvill which is a very important decision; but on a careful perusal of the judgment it will the pole in the stern on which the stern light be seen that these words were in fact interpreted according to their normal meaning. What the and by the special circumstances of this case. Committee decided was the proper effect of a But his helm should have been put to starboard law which says that, if regulations have been sooner, as he approached the junk too close infringed, the ship by which they have been before giving way. I accept these answers, lided, and that one has joined the fleet of the infringed shall be deemed to be in fault. It was The problem is not a very difficult one, "Flying Dutchman." In order to get at the held that these words do not mean that there is and it has been worked out for me truth of his preliminary fact of identity I pro- an absolute presumption of culpability against scale by the assessor. The Holstein was

of the court that the circumstances of the

a junk with her stern knocked off, as shown in the the Court is bound to give effect, whatever the her starboard bow. She will therefore have photographs put in evidence, keep sufficiently nature of the infringment may be; but that the moved on three and a half cables in two afloat to enable her to be towed some seven reasonable construction was to be placed upon minutes. The wind according to the Holstein's miles to the shore? And further to enable them; "that the infringement must be one har- preliminary act was northerly, a fresh breeze. her to be towed round the coast to Shau- ing some possible connection with the collision. This was the mate's own observation; so that if kiwan? His answer is: Yes. As a water or in other words, that the presumption of the junk had been on the starboard tack as he

logged junk she would tow a wash in culpability may be met by proof that the supposed two minutes' sailing would have smooth water a long way; certainly all of infringement could not by any possibility have brought her broader on the Holstein's bow, and seven miles. Probably some strengthening contributed to the collision." The words which with the two minutes' steaming of the Holstein would be done to her by cross beams were interpreted by this decision were "shall be herself the junk would have been nineteen debefore the left for Shaukiwan. Second: Would | deemed to be in fault"; and not the provise as | grees on the starboard bow, that is, one and a steamer of the size of the s.s. Helstein going | to the departure from the regulations being | three quarter points. Whereas if the junk were at half speed, about seven knots, according to excused if it was necessary. These same words as a fact on the port tack coming along with the mate's evi ence, coming into contact with a "shall be deemed to be in fault" occur in the just steerage way, that is about one and half his commercial attainments.

the stern. The defendant relies on this fact to course would be have struck the junk, or did before him a professional career of great proas to the lights which they saw. Both men were late Rev. W. Hunter, Macduff, Scotland; m nothing could shake them; it was also clear that they knew red from green. They say they saw the Holstein's must head white light and her red light and did not see her green light till, the moment of the collision. Moreover I cannot see the slightest reason for doubting their story. as to what they had been doing and as to where they had been and where they were going. They had been fishing in or about the bay for a few days, were some miles to the west of Tong Mi Point, and were going straight back to their fishing grounds. I now come to the cause of all the trouble, the inference, which the mate drew that the junk was on the starboard tack, and I think that the test of the Holstein's liability must depend on whether this was a reasonable and seamanlike inference. I therefore put this need not be considered. Subject therefore to the question to the assessor-Bearing in mind the provise of this section I must hold in virtue of it fact that the junk had only one light visible and accepting the mate's evidence as true, was the inference which he drew that the junk was on the starboard tack, a seamanlike inference? If you should answer this in the affirmative. was necessary." On the plain meaning of these the manoeuvre which he did in fact execute a seamanlike manocuvre? His answer is-When only a single light showing. Now it is a recognised axiom in seamanship to haul away from an unknown light and if necessary to bring it abaft the beam and so make safety of it This involves answering the second part of the question, and to this the assessor says consider the officer in question acted as would be required by the ordinary practice of a seaman posed two questions to the assessor. First: Would the vessel guilty of such infringement, to which going 11 knots when the junk appeared on

D. It was attempted to get that in in evidence less of a right angle, at a point just aft of her they must clearly be interpreted by the light of knots for two minutes, the junk would have after bulk head, do her no damage at all, but the decision and that of the Englishman. closed one degree which is inappreciable in merely cause her to swing round and glide past Therefore I put to the assessor this third bearing. The mate says that he saw twenty provision which he could not pass over without the steamer uninjured? His answer is: I question—The junk having infringed the lights all in the same direction and that consider that certain top damage would be done regulations as to lights and carrying only the nearest light, that is the plaintiff's junk, of Ordinance 2 of 1889 it was provided that in but not the amount shown in the photographs; a stern light, can it be said that this was half a point on the starboard bow, threeas the blow would be a glancing one with the fact could not by any possibility have quarters of a mile off; and that after two exploit the Government or abuse the laws tendency to push the junk away after impact. contributed to the collision? In other words minutes' steaming the light widened about a relating to the Accident Act is nothing short of quarter of a point, whereu pon he altered his helm scandalous. It is indeed a very sad reflection and brought the light one point on the star-that nearly always the beneficient laws passed to board bow. In cross-examination he stretched | the advantage of the people give rise to all sorts his calculations a little, saying that the junk's of deceit and fraud. The Workmen's Accident light broadened from a half to three quarters or law, which has now been in operation ten years one point in these two minutes. But if his is a case in point. The principle of this law is inference had been correct when he altered his generally admitted to be just, but the working course half a point to port at the end of it has excited an immense amount of critiof the two minutes, he would have brought cism, so much so that a special commission of the the light even wider on the starboard | Senate is to be appointed with the object of exbow than he says he did; it would have been all amining certain proposed modifications of the of two points, thirty seconds after starboard. law, whose aim is to prevent the scandalous ing his helm, which shows that his inference abuses which have arisen. was completly wrong. It is also material to note that he came to the conclusion that all the | causing incapacity to work for a longer period other lights were on the same tack, that is, than four days should give rise to the payment going away from the Holstein, so that I cannot of half-wages to the injured party, and that such take his observations as having been superficial. payment should begin only from the fifth day. Further, I cannot understand how having come | An amendment passed in 1905 enacted that in to this conclusion and thinking, as he said, that | the event of the incapacity lasting more than the Holstein's would pass all clear, he should ten days the indemnity should be paid as from also have thought it necessary even for greater | the first day: safety to alter the Holdtein's course to give the junks a wider berth. I am therefore that lazy and dishonest workmen try to make for the opinion of some person—preferably the of the junk was not formally challenged so as the junk, I cannot say that this wrong inference of opinion that there was no justification the incapacity last beyond the fourth day, so as law officers of the Crown to determine. Mean- to throw the burden of proving it on the plain- would still certainly have been drawn had the for the assumption that the junk was to be able to draw half-wages without working, while judgment must be entered for the tiff; it was only done somewhat superficially in junk shown both her lights; and therefore that on the starboard tack and afterwards altered and even to the eleventh day, in order to obtain cross examination, so that the onus was on the by no possibility did the exhibition of the stern her course. Therefore as the collision payment for the first four days. In this Ou the application of Sir Henry Berkeley a Holstein; and many points occur to me which light only on the junk not contribute to the also to blame. As to whether the Holstein | no accidents lasting less than eleven days," said stood by sufficiently, I do not think anything a manufacturer, recently. Further loss is

> In reply to questions his Lordship said that both parties would pay their own costs.

DEATH OF DR. WILLIAM HUNTER.

We record with deep regret the death of Dr. William Hunter, who since 1901 has held the Government Civil Hospital at the early age of 34.

M.S., C.M., Aberdeen (Honours), F.R.I.P.H., positive that they saw the steamer's red light and | 1902, Marie Alice, d. of James Rac, of Calter, Aberdeenshire. Educ.: Milne's Institution, Fochabers; Robert Gordon's College; King's College; Marischal College, Aberdeen; University of Leipzig, University of Berlin, Germany King's College; West London Hospital; most distinguished Medical Graduate, Aberdeen University, 1893: James Anderson Medallist and Scholar, Aberdeen, 1806; John Hurray Medallist and Scholar, Aberdeen and Middlesex Hos-Fellowship, 1897-99; Acting Medical and Surgical Officer, Royal Infirmary, Aberdeen, 1896; Laboratory Assistant, Pathological Department. Aberdoon University, 1897; Clinical Assistant National Hospital for Paralysed and Epileptic. London, 1899-1900; Laboratory Assistant, dreaded first of May passed off much more Neuropathological Laboratory, King's College, London, 1900; Assistant Bacteriologist, London Hospital, 1900-01; Director of Pathological Institute, Lond. Hospital, 1901; Member of British Medical Association. Member break. Every year of late Paris looks forward

the Royal Institute of Public Health. London; Member of Commission appointed by Government of Hongkong to enquire into Excessive Infantile Mortality amongst Chinese, 1903. Publications: "Epidemic and Epizoetic Plague," Hongkong, 1904; "A Research into the Etiology of Beriberi" (jointly) 1906; "Reports of the Government Bacterio logist for the year 1902 to 1906 inclusive; numerous contributions to Medical literature from year 1897, chiefly contained in "Journal of Anatomy," 1897; "Brain," 1899; "Journal of Pathology," 1900; "Journal of State Medicine," 1900; "Centralblatt der Bakterielogie," 1901-05; "Lancet," 1901-05. "British Medical Journal," 1902-06; "Journal of Preventive Medical," 1905, "Journal of Tropical Medicine," "1905. Club: Hongkong. Address: Mountain View, The Peak, Hongkong.

The funeral passes the Monument at six clock this evening.

PRINCE AS MERCHANT.

A member of one of the oldest ruling Houses of Europe has just acquired academical qualification for a commercial career. The prince in question is Henry XXXII, of Rouss, who belongs to the apparaged line of that dynasty. After working for four terms at the Cologne Commercial High School as a matriculated student, his Screnity has taken his examination and been awarded the mercantile diploma. Prince Henry was born in 1873 at Constantinople, where his father was German Ambassador. His mother is a Princess of Saxe-Weimar. It does not appear to what use he intends to put

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG \_ DAILY PRESS."]

May, 7th 1909.

ABUSES OF THE WORKMEN'S ACCIDENT ACT. The way certain ouvriers in this country

Now the 1898 law enacted that only accidents

According to the masters, the result has been turns on it. The assessor however, does not see | caused to the masters by the men pretending to anything to criticise in the manoeuvres adopted | be hurt when they are not, shamming, perhaps symptoms of diseases from which they have previously suffered. Nor is this all, for in many cases, injuries are even voluntarily inflicted, with the object of obtaining compensation, and slight injuries are exaggerated. Collusion between the workmen and certain doctors has frequently been proved. Unnecessary visits are paid and charged for. and bills are sent in for superfluous medicines. massages, radiographical and electrical tests and treatment, &c. Other doctors coach the men inthe simulation of imaginary injuries, give false certificates of incapacity, and even aggravate Paris, M. Clemenceau has sent a circular letter the injuries actually received!

rondissement, 28 out of 31 medical certificates In another case a doctor was found guilty of fraud and collusion, and sent to prison for several months, besides being suspended from the exercise of his profession for five years Some striking instances are given of the increase in the cost to masters or assurers of complying with the law. The cost of medical and pharmaceutical charges rose from 5,416,893 francs in nower. 1901 to 10,533,987 francs in 1906. The guarantee organization in connection with the building and public works trades found that the cost the famons restaurant, La Maison Dorée, is under this heading per 1,000 workmen rose from | beyond doubt the most artistic establishment of 2,839 francs in 1901 to 13,068 francs in 1907an increase of 360 per cent. The number of telephone-room in the basement is in mahogany accidents declared rose from 222,124 in 1904 to 359,947 in 1907, while during the same period the number of accidents per 1,000 men employed rose from 52.8 to 96.2, being an increase of 82 Upstairs on the first floor, there are carved oak pital, Lond, 1896: George Thompson Travelling | per cent in three years. The number of serious accidents which came before the Courts for decision was 6,543 in 1900,15,305 in 1904, and in 1907 it had risen to 26,138!

POLITICAL AND SOCIAL UNREST. It does not at all follow that because the quietly than most people expected that all danger is over. Labour upheavals are certain to occur before long which accounts for the Government's readiness to cope with any serious out-Neuropathological and Physiological to the 1st, of May with some apprehension of the Societies of Great Britain; Fellow of outbreak of labour troubles. Usually the day very evident that the Socialists, Anarachists and postal pensioners to water daily. The Post-Office passes without serious disorder, but the fact is Revolutionaries have recently been much more active than at any time since the Republic was established. It is not when the Government is standing by its guns that the rioters will break out, but on the contrary, when they think vigilance is less keen. The Post Office strikewhich by the way shows signs of breaking out afresh before very long-which almost paralysed the trade of the country, was a startling revelation of the power possessed by irresponsible bodies, and in many directions there are signs of dissatisfaction with the Parliamentary | will also have to provide sand heaps wherever Republic. It only needs some fresh disaster to strike the French nation, such as a rude awakening to her decline as a naval power, -ships. without men, guns, ammunition, and boilers. sums up the débûcle of the French Navy,-to bring France peritously near to a fresh const tutional crisis and period of chaos which have forty years, much longer than students history anticipated, and longer than any form of government since "the death of Louis XVIIIth. History, as we know, has a way of repeating itself, and it is only too evident that there are forces at work in France which are quite ready to play fast and loose with the basis of her national existence. France's political future is terribly black and menacing in the extreme as events daily prove.

SAFE-GUARDS, AGAINST RENEWED STRIK'S In anticipation of another postal strike

Until 8 Years Old-Face First Affected, Then Body—Eyes Almost Hidden — Legs a Mass of Humour -Clothes Stuck Fast to Flesh-Parents Fought Disease in Vain.

ANOTHER GREAT CURE EFFECTED BY CUTICURA

"At the age of three months I first started on the forehead gradually broke out in spots and in time spread all over my face. Various remedies were tried. but without success. then commenced treating according to the doctor's

orders, but not much good was done. After a few months of this, the disease began to spread all over my face and my parents tell me that at this stage my eyes were like looking into two holes, as the spots were so bad. Eventually the disease left my face only to break out in other parts of my body. They tried medicines, herbs and soaps, and in fact anything that was recommended.

This trouble went on until I was eight years old. At that age my parents decided to give the Cuticura Remodies a trial. When they were first used. the condition I was in must have been extra bad, as they tell me they had to peel my shirt from my back, as it used to stick to the sores. My legs were a solid mass of eczema from the inside to the calf. My stockings used to stick every day and they had to be pulled off along with the spots. I had to wear gloves to keep me from scratching the sores. The first night Cuticura was used I slept all night. which was a thing I had not done for some time. An improvement could be seen immediately and after using three sets of Cuticura Soap, Cintment and Resolvent I was practically cured. Cuticura Soap was continued for about twelve months when I was quite free and my skin clear again. This is twenty years ago now and I have never surfored since. George A. Gibson, 35, New-ton, Dalton on Furness, Lanca. Eng., Aug. 14, 1908:"

Cuticura Remedies are sold throughout the world.

a single set often cures. Depots: London, 27. Charserhouse Sq.: Paris, 5. Rue de la Paix; Australia, R.,
Towns & Co., Sydney; So. Africa, Landon, Ltd.,
Cape Town, etc.: U. S. A., Potter Drug & Chem.,
Corp., Boston, up Post-free from London depot.

Theral sample of Cuticura, with book on the skin.

to a number of motor car manufacturers and These frauds are, to a large measure, rendered | dealers, as well as to business houses, asking them to furnish, as quickly as possible, a list of the cars in their possession, their capacity, speed, &c. They have also been asked to state whether their cars could be placed at the disposal of the Government and on how short a notice. Railway men have almost decided to strike before long in concert with the postal employees. No end of inconveniences are in store for Parisians; some of whom have not yet recovered from the effects of the late Postal strike. Every public body seems to have its knife in the Government; the open struggle of the future will be between the General Labour Organization and the Government. Fortunately Premier Clemencean is a man to be feared, as he wields tremendous

AN ELABORATE POST OFFICE. The new District Post Office, on the site of its kind in Paris. Judge for yourself; the with gilded carvings and enamels. On the ground floor the walls are relieved by white ceramics, with pale blue laurel and dark leaves. seats like-cathedral stalls for the public to sit in. and gilded cornices, enamelled walls and ceilings. and mosaic floors. The counters on the round floor are lined with brass work, while the floor is furnished with a Turkey carpet; in the basement is the telephone-room, each box being of polished mahogany. The clerks all wear black coats, with white collars and black ties. This magnificent building which is the most un-todate and luxurious\_district\_post-office in the world has cost the Government 2,250,000 francs. The new structure is on three floors, and the corners of the massive carved oak, tesselated staircase are adorned with evergreen plants and spring flowers in pots which it is the duty of old truly resembles a lady's bondoir.

SNOW PLOUGHS ON PARIS ROADS. By the terms of the agreement between the Paris municipality and the Concessionaire Omnibus Company, the latter will be called upon, in return for the privileges which it is granted, to furnish its vehicles with snow ploughs and clear a track along the road it uses. addition to this the Company must place at the disposal of the City 50 automobile tombreaux or dust-carts for carting away the Hitherto the Company has provided horse-drawn carts, which were generally useless when much snow had fallen. The omnibus company

SMOKING AND VITAL FORCE.

Mr J. P. Sandlands, has been contending that men should not smoke because it is mischievous. Writing in the Saturday Review, he said :-It was mischievous because it suppressed the vital force. The vital force is essential so often marked her history. The Parliamen- to life. It is the driving-power for the tary Republic has lasted in France for nearly machinery. It was because of this suppression of the vital force that we had lost our fevers and had chronic diseases abounding instead. I have just visited on two occasions, and this for scientific purposes, Saccho, the man who is fasting fifty two days in Birmingham. He is smoking a lot. I expected to find what I discovered. Your readers may like to know that they may find in their threats the evidences of the mischief smoking is doing. I expected, and I did find on examining his throat, that Saccho was suppressing his vital force, so much so that the whole apparatus was wanting in driving power. In other words, he was suffering comparatively nothing from his fast; but he was doing enormous mischief to his system

#### ENTERTAINMENT

THEATRE ROYAL.

FOR A SHORT SEASON ONLY. COMMENCING TO-NIGHT (THURSDAY), JUNE 10TH.

BANDMANN'S MERRY LITTLE MAIDS OPERA  $\mathbf{CO}$ .

JUNE 10TH, ..... THE GAY GORDONS."

'11TH,...." VERONIQUE." 12TH, (MATINEE) "THE DANDY DOCTOR."

14TH, ..... "THE MERRY WIDOW." 15TH,.... "THE PRINCE OF PILSIN." 16TH,...."A WALTZ DREAM."

FULL ORCHESTRA.

24 BALLET 24.

A SPECIAL MATINEE WILL BE GIVEN NEXT SATURDAY, THE 12TH INST., COMMENCING AT 5 P.M.

PLAN OF SEATS AT MOUTRIE & Co. PRICES ... ... \$3, \$2 & \$1. Hongkong, 4th June, 1909.

# PREMIUM.

WE are the largest Dealers in the world in these attractive (

WHAT ARE THESE BONDS? They are high-class, and absolutely safe securities, payable to bearer, lessed to the various Governments and Municipalities of Europe; they are redocuments and municipalities of Europe; they are redocuments and municipalities of Europe; periodical drawings, either with Cash Premiums varying from 440 to 440,000

EASY PAYMENTS. We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

or, at the very least, at their full nominal value.

Write for Handbook, sent post free. MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

# NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

<u>"KUMSANG."</u> having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M. the 10th inst., will be landed at Consignce's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE. MATHESON & Co., Ltd. General Managers.

Hongkong, 8th June, 1909. NAVIGAZIONE GENERALE

ITALIANA. (Floric and Rubattine United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

WHE Steamship

having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowleon Wharf and Godown Company, Ld., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date, they cannot be recognised. . No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M. No Fire Insurance has been effected: CARLOWITZ & Co.,

Hongkong, 5th June, 1909.

S.S. "TOURANE," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

MONSIGNEES of Cargo from London ex / s.s. "Matapan" from Havre ex s.s. "Matapan" from Bordeaux ex s.s. "Frederic Morel" and "Ville de Cette" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ld., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-DAY, requesting it to be

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 14th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized. All damaged packages will be examined on Monday, the 14th June, at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMPMORIN. Agent.

Hongkong, 7th June, 1909.

# NOTICES TO CONSIGNEES

"BEN" LINE OF STEAME RS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI." FROM LEITH, ANTWERP, MIDDLES. BRO' AND LONDON.

CONSIGNEES of Cargo are hereby in-J formed that all Goods are being landed at their risk into the hazardons and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may

be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd June, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th June, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Hongkong, 8th June, 1909.

# "THE QUEEN OF TABLE WATERS."

48 Quarts ....... \$14.00 24 Quarts ..... 7.00 

CARLOWITZ & CO.,

100 Splits...... 15.50

Sole Agents,

No. 2, Connaught Road, Central.

As Supplied to the House of LORDS, AND HOUSE OF COMMONS.



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE. OF CREENOCH AND HAS BEEN BOLD AS MIG CINCE 1831

# SCOTCH WHISKY.

STLE AGENTS IN HONG KONG, CHINA & MANILLA, A.S. WATSON & CO,LTD.

THE APOSTLE OF HAPPINESS. HOW ROBACE FLETCHER DEFIES THE YEARS.

Mr. Horaco Flotcher, one of the most remarkable. Americans of the present day is just now

in London says the Daily Express. Like Dr. Guillotine and Captain Boycott, Mr. Fletcher has endowed the language with a new word, but one which is associated only with comfort and peace.

In America " to fletcherise" is as full of meaning as "to gormandise," but the meaning is precisely the opposite. Mr. Horace Fletcher is the apostle of living on little food, and of enjoying it. He is also the apostle of happiness.

Twelve years ago Mr. Fletcher was the despair of the doctors. He had half a dozen

desperate ailments, he weighed nearly as much as two ordinary men, and no company would issue his life. He determined to cure himself, and he did it by cutting down his food.

To-day he is a blithe, medium-sized man of

sixty, with the pink face of a cherub, a grip of iron, a clear blue eye, a head of white hair of which Benjamin Franklin would have been proud, and an ardent desire to teach the world how to eat wisely and yet well.

He can work from morning until night with out feeling fatigue, and he does it on two meals

Although he stays at one of the best hotels in London he spends less on food than the average navvy. He is not a vegetarian, but he eats very little meat. He is not a tectotaler, but h extracts as much pleasure from a few sips of wine as most wine drinkers do from a whole bottle. He even smokes, but often the smell of the tobacco satisfies his desire without the trouble of smoking.

After living for weeks on food costing 51d. a day he underwent tests with one of the highly. trained Yale teams in America, and beat some

of their records.

He has expounded his philosophy of eating in "The A.B.Z. of Our Own Nutrition," which i published by Messrs. Stephens, of Trafalgar square. He has lectured to thousands of people in America on the subject. There is no suspicion that he is preaching his philosophy for his own advantage. He is a wealthy man who lives in a magnificent old palace in Venice, and he goes to America regularly for the good of the Americans.

FORTY YEARS OF TRAVEL. He has travelled about the world for more than forty years, and has been nearly everywhere, from the Himalayas to the Philippines, and from Kashmir to Japan. He instructed Marshal Oyama and other Japanese staff officers in the art of snap-shooting, and he was one of the first men to discover the commercial value of Japanese novelties. Taking a couple of shiploads of faus and sunshades and other such goods to San Franscisco, he opened a shop and sold them like wildlire. With fresh supplies he opened other shops in New York, Chicago, and New Orleans. and made a fortune. He would have gone on piling up millions, but he had other things to do and left the lucrative trade.

He has been a sailor, a globe trotter, an author, a business man, and a lecturer. Now he is the anostle of "dietetic righteousness. In the United States there are hundreds of

Don't worry" clubs. Mr. Fletcher was the originator of this novel and interesting cult. In Mr. Horace Fletcher's belief half the ills of the world are due to food poisoning from eating too much. The body gets clogged, he says, with the superfluous food, and the result is all kinds physical, mental, and moral illness.

His cure is astonishingly simple and he first proved it on himself. He refuses to "diet" any one. He says that he can't tell what he will fancy for breakfust to-morrow and much less what any one else would fancy. He lays down two rules. They are: (1) Eat thoroughly. Don't worry to count

how often you chew your food but chew every. thing until it "swallows itself." oysters, eat oysters. If you fancy the shells and right. During a conference with the Treasury can chew them, eat the shells. Eat anything

your taste selects so long as you eat thoroughly. Trust your instinctive taste. Never eat until millions, and suggested that an electric scale, you are are hungry. Stop when your taste - THE RESULT. The result of following these rules, Mr.

Fletcher says, is astonishing. The first effect of eating quite thoroughly is to extract more nutrition from far less food than is usually The effect of trusting the instinctive appetite -of eating what you like instead of what you

the natural taste asserts itself, and different kinds of food are preferred. The desire for flesh food nearly disappears, and with it the desire for alcohol or other stimulants.

Here are things Mr. Horace Fletcher eats :-Potatoes, rice, fruits, bread and butter, stewed oysters, wheat cakes and maple sugar, cream with powdered sugar, all sorts of pies (occasionally), eggs (rarely), saited nuts, caramels,

He gets up at 6 a.m., breakfasts atmidday, and eats again in the evening, when he gets hungry. He feels twenty years younger than | like most others here, are chiefly political. he did twenty years ago, and says that every one else would who took his advice and practised " dietetic righteousness."

He lives in a model dwelling in New York, where he has a number of large rooms in which the children of the poor are taught to eat properly, to behave properly, and to grow up United States weigher's returns to be false, and properly. It is all a labour of love, and Mr. to show less than true weights of imported Fletcher is known on the East Side of the city sugar. as" the good millionaire."

## SANDY.

It has been said that the successful English-

man of to-day, when he is not a Scot or an Irishman, is almost always a German or a Jew : but of all these brands of Britons it is probably the Scot who goes furthest. Prime Ministers, field-marshals, poets, millionaires, and artistswhatever Scots turn their hands to, they bring a perseverance and an insight which lands them at the top. It is the fashion to laugh at them, says the Pall Mall Gazette, but they can afford to be laughed at; as Mr. Balfour said recently, Englishmen "had their jest and Scotsmen had a full share in the management of their estate." That, of course, is the pointthat wherever the English tongue is spoken. the organising genius of the Scots will be found to be the motive force of the community. Just as neither "brilliant" nor 'wild" is in the least an adequate description of an Irishman, so "canny" falls short of the innumerable, mixed attributes of the "mon fra Glasgie." He is hard-headed, yet extremely sentimental. He laughs, but only at things which are not funny. He is seriously and intelligently artistic, yet he is usually content amid hideous surroundings. He is tenderly patriotic, yet he roams the world over. He always starts as a bare-footed golf-caddie, and ends in Westminster Abbey.

How to be Brautiful-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime, A.S. Watson & Co.-Ltd. Sole Agents

A LION HUNT IN ZULULAND.

A RESIDENT M GISTRATE'S BAG.

Mr. Oswald Fynney, the Resident Magistrate at Ubombo, Zululand, had the good fortune the other day to bag three lions. The Times of Natal prints a private letter to Sir Charles Saunders in which he describes the hunt. Two of the lions—a lioness and her mate—were fight ing in Mr. Fynney's presence, and were shot without much difficulty, although the lioness charged him savagely. Regarding the third and largest-lion-he-writes:—The race was quite exciting. The lion and 200 yards to go, and I about 40 to reach the gap he was evidently evidently making for. He didn't seem to be going hard, but I don't think I gained a foot and he was just about to prove an easy wing by 200 yards, when with a despairing show, I pulled up to take my one remaining chance. To my joy, he stood and turned his crest towards me, apparently in response to my exhortation, which, I fear, was of an uncomplimentary nature. My shot struck him on the left, at the base of his neck, and, swinging round with a growl, he bolted into a thicket on his right. The dogs ran forward at the shot, and, getting on the scent, they took it to the edge of the bush, where they waited for me to come up. On my doing sothe plucky little beasts went in without any hesitation, and I followed, feeling quite assured that the dogs would give me due warning of the lion's presence. The undergrowth was so thick that I could see nothing till there was a sharp back from Nibea, rush to my left, and I caught a glimpse of one of the dogs; so thinking that the lion was making for the "Gaku" again, I charged out of the bush (it was only about twenty yards in diameter), hoping to get a shot RESERVE LIABILITIES OF PROPRIEas he crossed the intervening space, and came on to the two terriors. The dog went in again-immediately, and as I followed him the little bitch dashed past me straight on to the lien. There was a growl, a yelp and the little bitch landed back at my feet quite dead. Simultaneously the lion showed himself about eight paces to my left, I had him covered, and fired before he had time to do anything more than growl and look very unpleasant. My shot struck him just about the left eye, and he went down. I reloaded my right barrel and was ready for him as he got up. This time he tried to come on in a noisy sort of way, but my bullet went through the corner of his left eye, and, as I found afterwards, shattered the left side of his brain-box. I followed the two others for some distance, but the scrub got so thick that it became impossible to proceed, excent on hands and knees, so I gave them best. The lion was a full-grown-male, with fine mane and coat; and though I did not measure him, he struck me as being of extraordinary length.

NEW YORK CUSTOMS.

STRICTER MEASURES.

It is estimated that millions of dollars can be added to the American revenue by more strictness on the part of the 500 Customs inspectors in New York, and Mr. Loeb, lately private secretary to Mr. Roosevelt, has undertaken to reorganise the Customs personnel with that object in view. European travellers says the New York correspondent of the London Daily Telegraph, are always enormously impressed by the great army of inspectors who batten upon their luggage on landing here. opening everything, but in future the inspectors will be stricter still in order to see that some choice bit of imported lace or other article paying handsome tribute to Uncle Sam does not escape detection

It is complained that there has been a great deal of smuggling and fraud, and Mr. Loob has (2) Est anything you fancy. If you fancy been empowered by the Treasury to set things officials he discussed at length the shortweight frauds by which the Government was robbed of with which he has been experimenting, be used instead of the old-fashioned machines. Mr. Loeb believes that it is impossible to tamper with an electric scale, as it was with the oldscales by which the Sugar Trust ingeniously "saved" the payment of millions of dollars until compelled to refund by the Government. He is

now empowered to install the electric scale. The practice of Customs offic als lunching and dining on newly-arrived liners at the expense may have been in the habit of eating—is that of the shipping companies will also be suppressed, much to the disgust of the aforesaid officers, who have long regarded free meals as part of their perquisities, r. Loeb was a junior reporter at Albany when Mr. Roosevelt discovered him, and now, by strict attention to business, he has become a sort of Kitchenerof the ustoms services, with tons of patronage to dispense, and the chance of consolidating his forces in such a way that he will probably become a Republican "boss" in the State of New York. Customs appointments,

> nother step in the angur frauds case has been taken, the Federal grand jury presenting indictments charging seven men in the employ of the American Sugar Refining Company with conspiracy to commit an offence against the United States by procuring and causing the

# **MARTIN'S** APIOL STEEL PILLS A French Remedy for all Irregularities. Thousands of Ladies siways teep a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the Mystem a finely dose may be administered. These who tee them recommend them, hence their anormous sale. All Chemists and Stores self them throughout the World, or post free 5/4, MARTIN, Chemist, Southampton, Eng.

MARTIN'S PIOL & STEEL A LEGIES PILLS

ATORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 1907

Authorised Capital ... Subscribed Capital Paid-up Capital ...... II. Fire Funds ..... 15 **7**.

Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Agents. Hongkong, 21st July, 1908.

BANKS

YOKOHAMA SPECIE BANK THE Business of the above Bank LIMITED. Conducted by the HONGKONG AT

CAPITAL PAID-UP ...... Yen 24,000,000 RESERVE FUND ...... 15,500,000 HEAD OFFICE-YOROHAMA.

BRANCHES AND AGENCIES. Tokyo -London . Nagasaki San Francisco Honolulu New York Shanghai Bombay ' Hankow Chefoo Peking Tientsin Newchwang Dalny Port Arthur Antung Mukden Tieling Chiang Chun

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 41% per annum

TAKEO TAKAMICHI, Hongkong, 2nd June, 1909.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853,

HEAD OFFICE-LONDON. BRANCHES AND AGENTS all over the TORS......£1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent, per annum on the Daily On Fixed Deposits for 12 months 4 per cent.

WM. DICKSON, Manager. Hongkong, 6th April, 1909.

TEDERLANDSCHE HANDEL. MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

FAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND L. 5,752,884,84 (about £479,407

HEAD-OFFICE : AMSTERDAM.

HEAD-AGENCY BATAVIA. Branches :- Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascercean, Tjilatjap, Padang, Medan (Deli) Palembang, Kota-Radja, (Acheen) Bandjermasin: Correspondents at Macassar, Bombay. Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York. San Francisco, &c., &c.

LONDON BANKERS :--THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. LONDON OFFICE: Threadneedle House, E.C.

On Current Account 2 per annum on daily On Fixed Deposits 12 months 41% per annum.

J. L. VAN HOUTEN, Agent,

TEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

Hongkong, 16th July, 1908.

Bankers:-

HEAD OFFICE-SHANGHAL. BOARD OF DIBECTORS, BERLIN.

BRANCHES: Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and

Koenigliche Seehandlung (Preussische

STAATSBANK) Berlin. DIRECTION DER DISCONTO-GESELLECHAPT DEUTSCHE BANK S. BLEICHROEDER BERLINER HANDELS-

Berlin. GESELLSCHAFT BANK FUER HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MENDELSSOHN & Co.

M. A. von Rothschild & Frankfurt a M. SORHNE JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, Hamburg. SAL. OPPENHEIM, JR., & Co., Koein. BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DEE DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHN.

Manager. Hongkong, 4th December, 1907.

THE MERCANTILE BANK OF INDIA. LIMITED. AUTHORISED CAPITAL ... £1,500,000 PAID-UP .... .... .... .... RESERVE FUND ... ...

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

BANKERS:

ON FIXED DEPOSITS: For 12 months ... 4 per cent. ... ... 3½ per cent. 2½ per cent. EVAN ORMISTON, Manager. Hongkong, 27th April, 1909.

BANKS

HONGKONG SAVINGS BANK.

\_\_\_ conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 35 per cent, per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong AND

SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the HONGRONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH, Hongkong, 12th January, 1907.

TEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERICAL BANK). -Established 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 2,200,517,37 (£183,376)

> HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN.

THE BANK transacts every description of Banking and Exchange bus ness, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed

Deposits at the following rates:-12 months 4% per annum. C. WOLDRINGH, Manager, No. 16, Des Voeux Road Central.

THE BANK OF TAIWAN, LIMITED

Hongkong, 3rd November, 1908.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital Subscribed (paid up) ..... Yen 5,000,000

Reserve Fund ..... Yen 1.320.000 HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES: ·Kobe Nagasaki Tamsni Foochow Osaka Tokyo Keelung Shanghai Yokohama

HONGKONG OFFICE: 3. DES VŒUX ROAD. allowed on Current Accounts Interest Deposits received on terms which may be had on application.

D. TOHDOW, Manager.

Hongkong, 11th March, 1909. T NTERNATIONAL DANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000. = about Mex. \$7,222,222 RESERVE FUND .... Gold \$3,250,000 == about Mex. \$7.222,222 LEAD OFFICE: 60 Wall Street, New York.

LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED,

THE CAPITAL & COUNTIES BANK, LIMITED. Branches and Agents all over the World. The Corporation transacts every description of Banking and Exchange business, receives

money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 42 per cent. per annum. For 3

No. 9, Queen's Road, Central, Hongkonz. W. M. ANDERSON. Manager. Hongkong, 8th April, 1908.

HONGKONG AND SHANGHAE BANKING CORPORATION. PAID-UP CAPITAL ... \$15,000,000 RESERVE FUNDS:-

STERLING £1,500,000 at 2/-=\$15,000,000 SILVER ... \$14,500,000

829 500,00**0** 

RESERVE LIABILITY OF PROP'TORS \$15,000,000 COURT OF DIRECTORS. Hon. Mr. W. J. GRESSON-Chairman. H. E. Tomkins, Esq. - Deputy Chairman. J. W. Bandow, Esq. î E. Shellim, Esq. R. Shewan, Esq. E. G. Barrett, Esq. H. A. Siebs, Esq. C. S. Gubbay, Esq. -H. A. W. Slade, Esq.

W. Helms, Esq.

C. R. Leizmann, Esq.

CHIEF MANAGER: Hangkong-J. R. M. SMITH.

MANAGER Shanghai-H. E. R. HUNTER

LONDON BANKERS-LONDON AND COUNTY

BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per-

cent, per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months 22 per cent. per Annum. For 6 months, 3½ per cent. per Annum. For 12 months, 4 per cent. per Annum.

J. R. M. SMITH, Chief Manager. Hongkong, 2nd June. 1909.

ON SALE.

MAIL TABLES FOR 1909.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... ... 30 Cents. On Paper On Sale at the Hongkong Daily Press

5 4 1000 8 40000 8 40000 8 4000 9 4000 INSURANCE

£18,114,624.

The Undersigned, AGENTS for the above

#### SHIPPING.

ARRIVALS.

ANHUI, British str., 1,350, J. Meathrel, 9th
June—Shanghai 6th June, General—
Butterfield & Swire.

CARL DIEDERICHSEN, German str., 774. T.

Kayser, 9th June—Haiphong and Heihow 8th June, General—Jebsen & Co.

DEVANHA, British str., 4,785, W. Hayward, 9th June—Singapore 4th June, Mails and General—P. & O. S. N. Co.

GLENDAY British str. 2,275, J. Rafferty, 9th

GLENEAR, British str., 2,275, J. Rafferty, 9th June—Singapore 3rd, June, General— McGregor Bros. & Gow. HAICHING, British str., 1,234, W. C. Passmore, 9th June—Poochow and Swatow 8th June,

General—Douglas, Lapraik & Co.

HENRIK IBSEN, Norwegain str., 2,959, M. B.

Spandwitz, 9th June, New castle, N.S.W.

19th May. Water Ballast—Order.

Knivsberg, German str., 646, A. Niejahr,

Knivenerg, German str., 646, A. Niejahr, 8th June—Swatow 7th June, General— Jebsen & Co. Kuelchow, British str., 1,215, G. Byers, 9th June — Tientsin and Chefoo 2nd June, General—Butterfield & Swire.

KWANGSE, British str., 1,205, Hards, 8th June
— Wei-hai-wei 2nd June, Salt and General
—Butterfield & Swire

KWEILIN, British str., 1,026, W. Brown, 8th
June—Newchwang and Swatow 7th June—
Butterfield & Swire.

MANDAL, Norwegian str., 1,194, E. Excelisu, 9th June—Wuhu 3rd June, Rice—Wallem & Co.

Shantung, British str., 1,835, Robinson, 9th

June—Chinking, 3rd, June, General—

June—Chinking 3rd June, General—Butterfield & Swire.
TENYO MARU, Japanese str., 4,321, 9th June—San Francisco and Yokohama 1st June, Mails and General—Toyo Kison Kaisha.

CLEARANCES.
AT THE HARHOUR MASTER'S OFFICE.
9th June.

Bujun Maru, Japanese str., for Swatow.

Devanha, British str., for Shanghai.

Knivsherg, German str., for Quang Chow Wan

Kucichow, British str., for Canton.

Shantung, British str., for Canton.

Tjiliwong, Dutch str., for Yokohama.

DEPARTURES.

9th June.

AIKAKU MARU. Jaranese str., for Saigon. Benledt, British atr., for Nagasaki. Bonneo, German str., for Sandakan. HAIMUN, British str., for Swatow. HONGKONG, French str., for Hoihow. HONGMOH. British str., for A moy. KAIFUKU MARU, Japanese str., for Moji, KJELD. Norwegian str., for Chefoo. KUMANO MARU, Japanese str., for Nagasaki. KWANGLEE, Chinese str., for Shanghai PETCHABURI, German str., for Bangkok PROMETHEUS, Norwegian str., for Swatow. Soshu Maru, Jap. str for Shanghai. SPIR, Norwegian str., for Canton. TEAN, British str., for Manila. TSURUGISAN MARU, Jap. str., for Kuchinotzu. VICTORIA, Swedish str., for Haiphong. WAKASA MARU, Jap. str., for Singapore.

SHIPPING REPORTS.

The British str. Kmangse, reports: Light to moderate S.W. wind.

YATSHING, British str., for Shanghai.

The British str. Anhui reports: Strong S.W. monsoon and fine weather.

The British str. Kucichow reports: Moderate to fresh South and E.Westerly winds, moderate sea throughout the passage.

VESSELS IN DOCK

Kowloon Dock.—Chan Po, Sir W. Jervoise, Chipshing, Daijin Maru.
Cosmopolitan Dock.—Gilbert.

The Dock Marie Leaf Turning Petches.

ABERDEEN DOCK .-

TAIROO DOCK-Maple Leaf, Taming, Petchaburi, Tjilatjap, Kweilin.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to

Rangoon, Madras and Mauritius.

THE Steamship
"CATHERINE APCAR,"

Carriering APCAR,
Captain G. F. Hudson, will be despatched for the above Ports TO-DAY, the 10th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd.,

Agents.
Hongkong, 5th June, 1909. [808

NAVIGAZIONE GENERALE

(Floric and Rubattino United Companies.)

STEAM FOR BOMBAY

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediter-ranean, Adriatic, Levantine and South American Ports up to Callao.

RANEAN, ADBIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rutes to Persian Gulf and Bagdad, also Barcelona, Valenza, Alicante, Almeria and Malaga.)

TTHE Steamship

"ISCHIA,"
Captain Belsite, will be despatched as above on SATURDAY, the 12th inst., at Noon.

CARLOWITZ & Co.,
Agents.
Hougkong, 9th June, 1909.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

For further particulars regarding Freight

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and QueensLAND PORTS, and taking through Cargo
to Adelaide, New Zealand,
Tasmania, &c.)

TASM
THE Steamship

and Passage, apply to

Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

passengers the Steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th June, 1909.

## VESSELS ADVERTISED AS LOADING

To ascertain the anahorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked, "k," nearest Hongkong "h" midway between Hongkong and Kewloon "m," and these vessels berthed at the Kowloon Whar! "k,w." together with the number denoting she section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

ıa		- a					
h	DESTINATION April	Ameghr, 8 mumb	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
_	LONDON &C., VIA UBUAL PORTS OF CALL	DELHI :	Brit, str	···	G. W. Gordon B W P	P. & O. S. N. Co.	On 12th inst., at Noon.
θ,	LONDON & ANTWERP VIA SINGAPORE &c	POONA	Brit. str	· , —	A. F. Vine, B.N.B.	P. & O. S. N. Co.	About 16th inst.
e,	BREMEN HAMBURG & ROTTERDAM. &c	SITHONIA	_Ger. str,-	k.w	Brohmer	HAMBURG-AMERIKA TINIE	On 8th July.
•	HAVRE & HAMBURG VIA STRAITS, &c	Suevia Senegambia	Ger. atr	k.w.	Selmer	HAMBURG-AMERIKA LINIE	To-morrow.
3. T	HARVE & HAMBURG VIA STRAITS. &c	ISTRIA	Ger. str	k. w.	Eckhorn	TIAMBURG-AMBRIKA LINCO	On 22nd inst.
	MARSEILLES. HAVRE & COPENHAGEN. &c	CANTON	Swed. str		******	HAMBURG-AMERIKA LINIE MELCHERS & Co.	On 10th July. About 8th inst.
г,	MARSEILLES, LONDON & ANTWERP	Denbighbuire	Brit. str.	<u>,</u>	W. Barrett	JARDINE, MATHEBON & Co., LD.	About 12th inst:
	MARSEILLES. &c., VIA PORTS OF CALL	SYDNEY	Fr. str		Rebufat	MESSAGERIES MARITIMES	On 22nd inst, at 1 P.M.
	MARSEILLES, LONDON & ANTWESP VIA SINGAPORE, &c. MARSEILLES, BREMEN & HAMBURG, &c	SADO MARU SCANDIA	Jap. str		Geo. Andersons	NIPPON YUSEN KAISHA	On 23rd inst, at D'light
n o	MARREILLES, HAVRE & HAMBURG &c	SILVIA	Ger. str Ger. str	k. w.	Porzelius	Hamburg-Amprika Linia	On let July.
U,	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARO	Jap. itr	, <del></del>	A. Christiansen	HAMBURG-AMERIKA LINIE NIPPON YUSEN KAISHA	On 2nd July. On 7th July, at D'light.
ıo	GENOA. MARSEILLES, LONDON, & ANTWERP, &C.	HIRANO MARU	Jap. str	<del></del> ·	Wm. Fraser	NIPPON YUSEN KAISHA	About 80th inst.
ul	CALLAO, IQUIQUE, &c., VIA JAPAN POETS, &c	MANSHU MARU	Jap. str	_	ا ما سام الما الما الما الما الما الما ا	Toyo Kisen Kaisha	On 1st July, at Noon.
1.	TRIESTE, &c., VIA SINGAPORE, &c	E. F. FERDINAND	Ger. str	<u></u>	C. Dowers	MELCHERS & Co.	On 16th inst., at Noon.
т	NEW YORK	PATHAN	Brit. str.		Nilsohe		On 26th inst., P.M. On 22nd inst.
	DOSTON & NEW YORK VIA PORTS & BUEZ CANAL	INDRANI	Brit. str	_			On 16th inst.
1,	VANCOUVER VIA SHANGHAI JAPAN, &o	EMPRESS OF JAPAN	Brit. etr	2 m.	*** *** *** *** ***	CANADIAN PACIFIC R. Co	On 12th inst., at 6 P.M.
n	TACOMA VIA SHANGHAI & JAPAN, &c	TACOMA MARTI	Brit, str	l m.		CANADIAN PACIFIC R. Co	On 14th July, at Noon.
<b>.</b>	I VICTORIA. B.C. & TACOMA via(APAN)	OCRANO	Jap. str Brit. str		F. W. Davis		On 3rd July.
<b>44</b>	VIOTORIA, B.O., & SEATTLE VIA KRELUNG, &C.	SHINANO MARU	Jap. str	<del></del>		NIPPON YUSEN KAISHA	On 1st July. On 22nd inst., at 4 P.M.
	VICTORIA, B.U., & SEATTLE VIA KERLUNG &C.	TANGO MARU	Jap. str		S. Ishikawa	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.
-	AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str. ,		, M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at Noon;
Θ,	AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Britaetr	l m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
	AUSTRALIAN PORTS VIA TIMOR PORT DARWIN, &c.	EMPIRE	Ger. str Brit. str		F. Iseki P. T. Helms	Melchees & Co	On 18th inst., at 10 A.M. On 23rd inst., at Noon.
	AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str		N. Mathieson	Name of Manager Transport	On 9th July, at Noon.
	KOBE & YOKOHAMA	BANUKI MARU	Jap. str	' 7	K. Homma	NIPPON TUBEN KAISHA	To-morrow, at 5 P.M.
	YOKOHAMA AND KOBE NAGASAKI, MOJI, KOBE & YOKOHAMA	PRINZ SIGISMUND,	Ger. str	-	D. Lenz	MELCHERS & Co.	About 26th inst.
	NAGASAKI. KOBE & YOKOHAMA	MISHIMA MARU YAWATA MABU	Jap. str Jap. str	-	A. E. Moses		On 17th inst., at 5 P.M.
n l	JAPAN	Tilliwone	Dut. str	_		NIPPON YUSEN KAISHA JAVA-CHINA-JAPAN LIJN	On 7th July, at Noon. Quick despatch.
٦	WEIHAIWEI. CHEFOO'& TIENTSIN	AUEICHOW	Brit. str	l m.	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
	TSINGTAU. CHEFOO & NEWCHWANG	KWEIYANG	Britistr	l m.	Dowson	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
ı	TIENTSIN VIASWATOW, WEIHAIWEI & CHEFOO		Brit, etr.	1	t. Mooney	JABDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
.:	BEANGHAL NAGASAKI, KOBE & YOKOHAMA	SEGURA	Brit. str Brit. str	l m.	Frazier	Butterfield & Swirm	To-day, at 4 P.M.
	SHANGHAI	HANGSANG	Brit. str.	_	A. E. Sandbach	JABDINE, MATHEBON & Co., LD.	On 12th inst., at 4 P.M. On 13th inst., at D'light
Į	SHANGMAI	DEVANHA	Brit. str	-	W. Hayward, R.N.R.	P. & O. S. N. Co	To-day, at Noon.
Ì	SHANGHAI VIA SWATOW, AMOY & FOOCHOW SHANGHAI. YOKOHAMA & KOBE	BUJUN MARU	Jap. str		Y. Fuseno	Osaka Shosen Kaisha	To-day, at 10 A.M.
	SHANGHAI	WINGSANG	Ger. str	k. w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 12th linet.
	DUANUHAI	CHENAN	Brit. str		H. G. Walker	Jardine Matheson, & Co., Ld. Butterpield & Bwire	On 15th inst., at Noon. On 13th inst., at D'light
- 1	SHANGHAI, YUKUHAMA & KOBE 1	SIAM	Dan. str		*** *** *** *** *** *** ***		Middle of June.
۱, ا	SHANGHAI	CHINHUA	Brit. str	lm.	***	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
•	SHANGHAI, MOJI, KOBE & YOKOHAMA SHANGHAI, NAGAGAKI, KOBE & YOKOHAMA	MALTA	Brit. etr	1	G. M. Montford, B.N.E.	P. & O. S. N. Co	About 17th inst.
- 1	SHANGHAI	YORCK	Ger. str Brit. str	l m. l m.	J. Randermann Williams	MELCHERS & Co	About 17th inst.
. 1	SHANGHAI, MOJI & KOBE	YETOBOPU MARU	Jap. etr		K. Soyeds	Nippon Yusan Kaisra	On 20th inst., at D'light On 17th inst.
ŀ	SHANGHAI, KOBE & YOKOHAMA	ARMAND BRHIC	Frenstr	,	Guionnet	MESSAGERIES MARITIMES	On 21st inst, P.M.
	SHANGHAI, YOKOHAMA & KOBE SHANGHAI, YOKOHAMA, KOBE & MOJI	SEGOVIA	Ger. str	k, w.	Sachs	Hamburg-Amerika Linin	On 22nd inst.
		Namsang	Brit. str Dut. str	_	M. B. Lake	Jardine, Matheson & Co., Ld.	On 3rd July, at Noon.
- 1	TAMBUL VIA SWATOW & AMOY	DAIJIN MABU	Brit. str		Y. Kaburaki	JAVA-CHINA-JAPAN LIJN OBAKA SHOBEN KAIBHA	Quick despatch. On 13th inst., at 10 A.M.
1	AMOY & FOOCHOW	HAICHING	Brit. str	2 h.	Passmore	Douglas Lapeair & Co	On 12th inst., at 10 A.M.
ŧ	AMOY, NINGPO & SHANGHAI	KWEILIN	Brit.str		H. A. Hards	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
	SWATOW AMOY & FOOCHOW	HAIMUN	Brit. etr	·	J. W. Evans	DOUGLAS LAPBAIK & Co	On 12th inst., at 5 P.M.
I		HAITAN	Brit. str Brit. str	2 h lm.	J. S. Roach	BUTTERFIELD & SWIRE	On 15th inst., at 1 P.M.
Γ		LOONGBANG	Brit. str.	-		JARDINE, MATHESON & Co., LD.	On 12th inst., at 9 A.M. To morrow, at 4 P.M.
1	MANILA	Rubi		<u> </u>	R. W. Almond	SHEWAN, TOMES & Co	On 12th inst, at Noon.
	MANILA	TAMING	Brit. str	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 15th inst, at 3 P.M.
1		YUENSANG	Brit. str			JARDINE, MATHESON & Co., LD.	
	CERU & ILOILO	ZAPIRO	Brit. str	1 m		BUTTERFIELD & SWIRE	On 19th inst., at Noon. On 15th inst., at 4 P.M.
1	SANDAKAN	MAUSANG			Weigall	JARDINE, MATHESON & Co., LD	On 16th inst., at Noon.
	BOMBAY VIA SINGAPORE & PENANG	Ischia	Ital, str. ,,	· · · · · · · · · · · · · · · · · · ·	Belsito	-CARLOWITZ & Co	On 12th inst., at Noon.
ı	BOMBAY VIA SINGAPORE & COLOMBO	YEBOSHI MARU	Jap, str	-	B. Kon	NIPPON YUSEN KAISHA	On 17th inst
	SINGAPORE, PENANG & CALCUTTA SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str	· 💆 📜	Readlan	DAVID SASSON & Co., LID	To-day, at Noon,
	SINGAPORE, PENANG & CALCUTTA	AMARA	Brit. str		Bradiey	Jardine, Matheson & Co., Ld. Jardine, Matheson & Co., Ld.	On 15th inst., at Noon, On 17th inst., at 4 P.M.
	SINGAPORE, PENANG & CALCUTTA	Kumsang	Brit. str	· · · · · · · · · · · · · · · · · · ·	E. J. Bull	JARDINE MATHEBON & CO., LD.	
				<del> </del>			
					•		

# THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C.. SEATTLE & TACOMA

MOJI, KOBE AND YOKOHAMA.

• .	Steamer.	Tons.	Captain.	Sailing Date.
	OCEANO	4,657 6,232 4,363	F. W. Davis	On 1st July. On 29th July. On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

Hongkong, 21st May, 1909.

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS. 8

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	" LUETZOW " Capt. C. DEWERS	Wed'day, 16th June, at Noon.
SHANGHAI, NAGASAKI, KOBE	"YORCK" Capt. J. RANDERMANN	About Thursday 17th June.
MANILA, YAP, NEWGUINEA,  BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iseke	Friday, 18th June, at 10 A.M
<b>УОКОНАМА &amp; КОВЕ</b> "	PRINZ SIGISMUND " Capt. D. Lenz	About Saturday 26th June
For further Particulars, apply to		

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 4th June, 1909.

# CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				.'	•
	From	Hongko	ng.		1	From C	aebec.	1
EMPRE	SSOF	JAPAÑ "	SAT., 12	2th June.	" " ALLAN	LINER"	FRIDAY.	9th July.
EMPRE	SS OF	CHINA"	SAT., 3	rd July.	"EMPRE	SS OF IREI	AND" FRI.	30th July.
MONTE.	$\mathbf{AGLE}^*$	$^{\prime\prime}$ Web	'DAY 14	th Inly:	,	· · · · · · · · · · · · · · · · · · ·		` .
EMPRE	SS OF	INDIA"	SAT. 24	th July.	"ALLAN	LINER"	FRIDAY, 2	Oth Ang.
EMPRE	SS OF	JAPAN"	SAT., 14	th Aug.	"EMPRE	ss of Brit	AIN"FRI1	Oth Sept.
			•		•			

"Empress" Steamships leave HONGKONG at 6 P.M.
"Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers

and 1st Class Railway ...

First Class rate to London includes cost of Meels and Barth in Sleaving Car while

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Gövernments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China,

# MESSAGERIES MARITIMES

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FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE—TO—AND—FROM JAPAN VIA SHANGHAI.

FRENCH MAIL LINES.

"SYDNEY"
Capt. Rebufat
Capt. Rebufat
TOURANE

Capt. Girard

Capt. Lancelin

Capt. Lancelin

Capt. Capt

TOSAIL.

On 21st June, P.M.

Corner Pedder Street and Praya, opposite Blake Pier.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further-Particulars, apply-to—

Hongkong, 9th June, 1909.

MARSEILLES VIA PORTS

P. DE CHAMPMORIN, AGENT, Queon's Building.

#### VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON,

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

### THE Steamship

"DELHI,"
Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 12th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOTTAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be

Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Persia" due in London on the 25th July, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents

4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 31st May, 1909. [1
"SHIRE" LINE OF STEAMERS, LTD.

"SHIRE" LINE OF STEAMERS, LTD.
FOR SHANGHAI, NAGASAKI, KOBE AND
YOKOHAMA.

#### THE Steamship

"SEGURA,"
Captain Hayes, will be despatched as above SATURDAY, the 12th June, at 4 p.m.
The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewardess.

For Freight, or Passage, apply to—

JARDINE, MATHESON & Co., LD;

Agents.

Hongkong, 9th June, 1909.

\*784

SHIRE" LINE OF STEAMERS LTD.

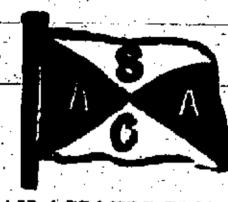
FOR MARSEILLES, LONDON AND ANTWERP.

## THE Steamship

"DENBIGHSHIRE,"
Captain W. Barrett, will be despatched as above
on or about the 12th June.
For Freight or Passage apply to

JARDINE, MATHESON, & Co., Ltd., Agents. Hongkong, 28th May, 1909. | 756

HONGKONG-BOSTON-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On 16th June,
to be followed by
S.S. "ST. PATRICK" About 13th July.
For Freight and further information
apply to—
SHEWAN TOMES & Co.,

General Agents.
Hongkong, 3rd June, 1909. [777

REGULAR STEAMSHIP SERVICE:
(WITH LIBERTY TO CALL AT MALABAR
COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN"... On 22nd June.
For Freight and further information, apply toDODWELL & Co., Ltd.,
Agents.

Hongkong, 28th May, 1909. [699



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, ADEN, SUEZ AND
PORT SAID.
(Taking Cargo at through rates to the BRAZILS)

to Bed Sea, Black Sea, Levant, Venice and Adelatic Ports).

THE Company's Steamship

"E. FRANZ FERDIN

"E. FRANZ FERDINAND."
Captain E. Nitsche, will be despatched as above on SATURDAY, 26th inst., p.m.
This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight.

SANDER, WIELER & Co.,
Agents.

Princes Buildings.

Hongkong, 2nd June, 1909.

NATAL LINE OF STEAMERS.

in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-China Steam Navigation Co.'s fortnightly service hence to Calcutta. Sailings from Calcutta for Cape Ports every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.

STEAM NAVIGATION COMPANY.

	STEAMERS TO SAIL RE	MARKS
SHANGHAI	DEVANHA Noon, 10th Fre	eight and
LONDON VIA USUAL PORTS	DELHI Noon, 12th 7   See	Special
LONDON and ANTWERP	<b>`</b>	ight only.
	MALTA	ight and

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th June, 1909.

"YINGCHOW"..... WEIHAIWEI, CHEFOO and TIENTSIN "KUEICHOW" ........ On 11th June, 4 P.M. HOIHOW and HAIPHONG "SINGAN" ..... On 12th June, 9 A.M. AMOY, NINGPO and SHANGHAI "KWEILIN" ... On 12th June, 4 P.M. SHANGHAI ..... On 13th June, D'light MANILA "TAMING" On 15th June, 3 P.M.
CEBU and ILOILO "KAIFONG" On 15th June 4 P.M.
MANILA ZAMBOANGA;
THURSDAY ISLAND, COOKTOWN, CAIRNS TOWNS-VILLE BRISBANE. SYDNEY, & "CHANGSHA"...... On 15th June, 4 P.M. with Transhipment for TASMANIA,

NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH TSINGTAU, CHEFOO and Newchwang" KWEIYANG" ...... On 16th June, 4 P.M. SHANGHAI ..... "CHINHUA" ..... On 17th June, 4 p.m. SHANGHAI .... "LINAN" On 20th June, D'light DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & THENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Salcon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports. N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

transhipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to-Hongkong, 10th June, 1909

BUTTERFIELD & SWIRE, AGENTS.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

\* TIENTSIN VIA SWATOW, WEIHAL. | "CHIPSHING" Friday, 11th June, 4 P.M. WEI & CHEFOO ... "LOONGSANG" Friday, 11th June, 4 P.M.

\*\* MANILA ... "LOONGSANG" Friday, 11th June, 4 P.M.

\*\* SHANGHAI "HANGSANG" Sunday, 13th June, D'light

\*\* SHANGHAI "WINGSANG" Tuesday, 15th June, Noon

\*\* SINGAPORE, PENANG & CALCUTTA" KUTSANG" Tuesday, 15th June, Noon. i sandakan ... ... "MAUSANG" ... Wed'day, 16th June, Noon. SINGAPORE, SAMARANG & MANARA" ...... Thursday, 17th June, 4 P.M. SOURABAYA ..... "MANILA "YUENSANG" .. Friday, 18th June, 4 P.M.
"SINGAPORE, PENANG & CALCUTTA" KUMSANG" ... Saturday, 19th June, Noon. "ISH'HAI. YOKOHAMA, KOBE & MOJI... "NAMSANG" ... Saturday, 3rd July, Noon. RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS. The Steamers "Kutsang," "Namsang "and "Fooksang" leave about every 3 weeks for K Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a NA

to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. \* Steamers have superior accommodation for First Class Passengers and are fitted throughout

with Electric Light. † Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61. Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao

Usukan, Jesselton and Labuan. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Eongkong, 10th June, 1909. GENERAL MANAGERS. [16



# USAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-

SUBJECT TO ALTERATION. THE CO.'S S.S.

LEAVING THURSDAY, 10th June, \* SHANGHAI VIA SWATOW ( "BUJUN MARU " at 10 A.M. AMOY & FOOCHOW Capt. Y. Fuseno TAMSUI VIA SWATOW, ( "DAIJIN MARU" NUNDAY, 13th June, Capt. Y. KUBURAKI at 10 A.M. & AMOY

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangteze and North China Ports. For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

slongkong, 8th June, 1909.

T. ARIMA, Manager.

# DOUGLAS STEAMSHIP LIMITED.

# HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LENVIAG:
"HAICHING"	AMOY & FOOCHOW.	SATURDAY, 12th June,
Capt. Passmore "HAIMUN,"	<b>1</b>	at 1 r.m. (SATURDAY, 12th June, T
Capt. Evans "HAITAN."	SWATOW, AMOY & (	t 5 p.m. TUESDAY 15th June.
Claus T & Danah	ECOCHOW	of 1 nac

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hougkong, 31st May, 1909.

# HAMBURG-AMERIKA-HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediteranean,

Levantine, Black Sea and Baltic Ports, and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

# NEXT SAILINGS FROM HONGKONG:

- The second of	HOMEWARD.
OUTWARD.	FOR BREMEN, HAMBURG & ROTTERDAM
SHANGHAL YOROHAMA & KOBE:	S.S. SUEVIA 11th June
SS RRASILIA 12th June	FOR HAVRE & HAMBURG:
S.S. SEGOVIA 22nd June	S.S. SENEGAMBIA 22nd June
S.S. STAVONIA 2nd July	FOR MARSEILLES, BREMEN & HAMBURG
SS_C_FERD_LAEISZ 10th July_	S.S. SCANDIAlst_July
S.S. ANDALUSIA 18th July	FOR MARSEILLES, HAVEE & HAMBURG
S.S. SAXONIA 28th July.	8.8. SILVIA 2nd July
S.B. DORTMUND 10th Aug.	FOR ANTWERP, ROTTERDAM & HAMBURG
S.S. SPEZIA 18th Aug.	8.8. SITHONIA 8th July
Q Q TLT.VRTA 28th Aug.	FOR HAVRE & HAMBURG:
S.S. AMBRIA 31st Aug.	8.8. ISTRIA 10th July
Further Particulars, apply to-	

HAMBURG-AMERIKA LINIE, HongkongOffice. Hongkong, 10th June, 1909

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATICCo., LD

GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS DATE OF SAILING. DESTINATION MARSEILLES, HAVRE, COPEN-"CANTON" ..... About 8th June. HAGEN and GOTHENBURG " SIAM " ..... Middle of June. SHANGHAI, YOKOHAMA and KOBE For Further Particulars apply to MELCHERS & CO.,



Hongkeng, 24th May, 1909.

#### YUSEN KAISHA. **NIPPON** (THE JAPAN MAIL STEAMSHIP CO.)

AGENTS.

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.		Sailing dates.
ARSEILLES, LONDON and			WED'DAY, 23rd June,
ANTWERP, via SINGA-	Capt. Geo. Anderson,	6500	_at Daylight
PORE : PENANG.	IBINGO MARU	ž + ,	WED'DAY, 7th July,
COLOMBO, and PORT SAID	Capt. A. Christiansen,	6500	f at Daylight
I CTORIA. B.C. and	_ SPSHINANO MARU	<del>-</del>	TUESDAY, 22nd June,
SEATTLE, via KEELUNG,	Capt. K. Kawara,	6590	5 at 4 P.M.
SHANGHAI, MOJI, KOBE,	4		
YOKKAICHI. SHIMIDZU	S TANGO MARU		TUESDAY, 6th July, at 4 P.M.
and YOKOHAMA	Capt. S. Ishikawa,		
YDNEY and MELBOURNE,	(NIKKO MARU		FRIDAY, 11th June,
via MANILA, THURSDAY	Capt. M. Yagi,	6000	
ISLAND, TOWNSVILLE	KUMANO MARU		FRIDAY, 9th July,
and BRISBANE	Capt. N. Mathieson,		at Noon.
OBE and YOKOHAMA	SANUKI MARU	· · · · · · · · · · · · · · · · · · ·	FRIDAY, 11th June,
	Capt. K. Homma,	- 6500 J	at 5 P.M.
DMBAY via SINGAPORE	T YEBOSHI MARU		THURSDAY, 17th
and COLOMBO	Capt. B. Kon,		June.
AGAGAKI, MOJI, KOBE	MISHIMA MARU		THURSDAY, 17th June,
2016			at 5 P.M.
HANGHAI, MOJI and	TYETOROFU MARU		THURSDAY, 17th
KOBE	Capt. K. Soyeda,		June.
AGASAKI, KOBE and	YAWATA MARU		WED'DAY, 7th
YOKOHAMA	Capt. T. Sekine,	5000 ]	July, at Noon.
* Omitting Shanghai.		•	
& Fitted with New System of	Wireless Telegraphy.		‡ Cargo only.
	T + 1 = -		

### EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID. THE Co.'s Newly Built 9000 Ton Passenger Steamers will be despatched

FROM HONGKONG AS FOLLOWS: HIRANO MARU - - (Capt. H. FRASER) - - About Wed. 30th June

KAMO MARU - - (Capt. F. L. SOMMER) - About Wed. 28th July. MISHIMA MARU - (Capt. A. E. Moses). About Wed. 25th August.

ATSUTA MARU - - (Capt. Wm. Thompsen). About Wed. 22nd Sept. CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

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## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. 1st CLASS 2nd

Option of rail between Calling Ports in Japan. For further particulars apply to

KUSUMOTO, MANAGER. [15-93



Hongkong, 8th June, 1909.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Wmond.	Manila	On 12th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.
	}		<u> </u>	

For Freight or Passage apply to

SHEWAN, TOMES & Co., GENERAL MANAGERS.



Newly Built Steamers

# SHOSEN KAISH

# TRANS-PACIFIC LINE.

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THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading

to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America. Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN.

(Intermediate Ports of Call: Rogular-Shanghai, Moji, Kobe and Yokohama.

Occasional-Manila, Keelung, Yokkaichi, Shimidzu, Seattle and VICTORIA, B.C.)

(Subject to Alteration) Sailing Date.

"TACOMA MARU On Saturday, 3rd July \*\*SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidship. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, sapply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings. T. ARIMA, Manager Hongkong, 1st June, 1909.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO). S.S. MANSHU MARU ... ... 5000 tons gross ... Sail July 1st, at Noon. S.S. AMERICA MARU ... ... 6000 ,, " ... ... , Aug. 30th, at Noon. S.S. HONGKONG MARU ... .. 6000 , , Oct. 26th, at Noon. S.S. MANSHU MARU ... ... 5000 ., ... Dec. 10th, at Noon. For particulars apply to

K. MATSDA, Manager. TOYO KISEN KAISHA, York Building. Hongkong, 5th May, 1909.

# THOS. COOK & SON. TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS,\_&c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

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Japan Office: 14, WATER STREET. YOKOHAMA.

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END

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MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA. OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

SOLE AGENTS FOR

HEAD OFFICE:-MARUNOUCHI, TOKYO. BRANCH OFFICES:-NAGASAKI.

MOJI, KARATSU, WAKAMATSU. KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union

YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. Macondray & Co. For Particulars apply to H. OISHI, Manager.

No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.



Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copaiba, do not cause cruptions on the skin or produce nausea. MATICO INJECTION is used in recent

MATICO CAPSULES to the more chroniccases

U GRIMAULT'S INDIAN CIGARETTES in EXPECTORATION.

For Asthmatic people who suffer from offeression in breathing, HOARBENESS, and BRONCHITIS, INSOMBIA, and DIFFICULTY Grimanlt's Cigarcties render the respira-tion easier, cut short the paroxysms, and remove the feeling of tightness across the chest. GRIMAULT & C. PARIS Sold by all Chemists.

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HONGKONG.

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to Sir ROBERT HART, G.C.M.G. and Dr. A. Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "Children of Far Cathay" an excellent

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Hongkong, 10th June, 1909

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The Public are informed that mails to CHINA VIL SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday, cronings. No supplementary mails will be ferwarded.

Approximate times of closing mails at Shanghai via Dalny and Siberia.

POB.	PER	DATE	
	· · · · · · · · · · · · · · · · · · ·		
Shanghai	Gilbert	Thursday, 10th, 8.00 AM.	
Bwatow, Amoy, Foochow and Shanghai	Bujun Maru	Thursday, 10th, 9.03 A.M.	
Saigon	Pheum Penh Devanha	Thursday, 10th, 9.00 A.M. Thursday, 10th, 11.00 A.M.	
SHANGHAI	Catherine Apear	Thursday, 10th, 11.00 A.M.	
Moji and Salina Cruz	Montrose	Thursday, 10th, 11.00 A.	MANUFACTURED FROM
Macao magazaran da carante de car	Bui Tai	Thursday, 10th, 1.15 P.M.	MANOPACICION PROB
Bhanghai	Tjilatjap	Thursday, 10th, 3.00 P.M.	TODA OCO
Tringtau	Kowloon	Thursday, 10th, 3.00 P.r.	TOBACCO &
Bhanghai	Yingchow	hursday, 10th, 3.00 P.M.	
Hoihow and Pakhoi	Hailan	Thursday, 10th, 5.00 P.M.	
Shanghai	Glenesk	Thursday, 10th 5.00 P.h.	
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart,			
Launceston, New Zealand, Melbourne,	Nikko Maru	Friday, 11th, 11.00 a.m	ASK FOR
Adelaide, Dunedin, Perth and Fremantle			I ASK FUR
Macso	Sui Tai	Friday, 11th, 1.15 PM.	
Samarang, Sourabaya and Batavia	Quarta	Friday 11th, 8,00 P.M.	
Weihalwei, Chefoo and Tientsin	Kusichow	Friday, 3.00 P.M.	
Swatow, Weibaiwei, Chefoo and Tientsin	Chipshing	Friday 11th, 3,00 p.r.	
Manila, decompositions and Valence Valence and Valence	Loongsang		
Kobe and Yokohama Hoihow and Haiphong		The second of th	$\sim$ $\sim$ -
Singapore, Penang and Bembay	Singan	Saturday, 12th, 10.00 A.M.	801
Manile	Bubi	Saturday, 12th, 10.00 A.M.	
EUR PR &c., India via Tuticoria	1	Saturday. 12tb.	
(Jate Letters 11.00 to Noon Extra)		Printed Matter and Sam.	
Postage 10 cents.)		_ples10.00 A.M-	W. D. & I
(Supplementary mail on board up to the		Registration, 10.00 A.M.	
time fixed for departure of the mail.	]	(Registration,) with late	314]
Extra Postage 10 cents)	Deiht	fee of 10 cents, up to 10.45.4.m.)	31-7
in time for the first clearance will be		Registration, Kowloon	
included in this contract mail.)		В.О1).00 а.м	SHARE LIST.—
The Parcel mail will be closed to morrow,		No late fee.	
at 5 p.m		Letters 11. A.M.	Hongkong,
Amoy, and Foochow	Haiching	Saturday 12th Noon.	
Macao 400,000 to 100,000 to 100,0	Sui Tai	S.turday, 12th, 1.15 P.M	STOCKS.
Amoy, Ningpo and Bhanghai	Kweilin		
Shanghai, Nagasaki, Kobe and Yokohama			
Swatow	I)enbigshiro Haimun	Saturday, 12th, 4.00 P.M.	Ванка.—
Shanghai		Saturday, 12th, 5.00 r.m	Hongkong & Shanghai Bank Corporation
SHANGHAI, NAGASAKI, KOBB, SHIMIDZU,			
YOLOBAMA, VICTORIA and VANCOUVER			National Bank of China, Limited
(B.C.)		201 101	Bell's Asbestos Eastern Agency, Limited
SIBERIAN MAIL TO EUROPE	Empress of Japan,	Saturday, 12th, 5.00 P.M.	China Borneo Company, Limited
(Supplementary mail on board up to the time fixed for departure of the mail,			China Light and Power Company, Limited
Extra Postage 10 cents)			
Shanghai		G-4	China Provident, Loan & Mortgage Co., Ld
Siberian Mail to Europe	Chenan		COTTON MILLS.—
Shapgasi,	Wingsang	Tuestoy, 15th, 10.00 A.M.	Ewo Cotton Spin'g. & Weaving Co., Ld.
Singapore, Penang and Calcutta	Kulsing	Tuesday, 15tb, 10.0 AM.	Hengkong Cotton Spinning Co., Ld
	P. 10 10 10 10 10 1	Tuesday, 15th,	International Cotton Manufing Co., Ld.
BEARGRAI, NAGASARI, KOBE, YOKKAICHI,		Printed Matter, and Sam- ples	Laou-Kung-Mow C. Spin & Weav.Co.,Ld
SHIMIDZU, YOKOHAMA, HOMOLULU and		Registration10.00 A.M.	Soy Chee Cotton Spinning Co., Limited
SAN FRANCISCO		(Registration, with late	Dairy Farm Company, Limited
(Supplementary mail on board up to the >	Mongolia	fee of 10 cents, up to	DOCKS AND WHARVES.
time fixed for departure of the mail		10.45 A.M.)	H'kong & Kowloon Wharf & G. Co., Ld.
Extra Postage 10 cents)		Registration, Kowlood	Hongkong and Whampon Dock Co., Ld.
SIBERIAN MAIL TO EUROPE J		B.O	New Amoy Dook Co., Limited
		No late fee	Shanghai Dock and Engineering Co., Ld
Danies America Dosker	Haitan	Lottore sereses 11,00 A.M.	Shanghai and Hongkew Wharf Co., Ld
Swatow, Amoy and Foothow			Fenwick & Co., Limited
Cebu and Hollo			Green Island Cement Co., Limited
Manila, Zamboanga, Port Darwin, Thursday			
Island, Contown, Cairns, Townsville,			Hongkong and China Gas Co., Limited  Hongkong Electric Co., Limited
Trisbane, Sydney, Hobert, Launceston, }	Changika	Tuesday, 15th, 3.00 P.M.	
New Zealand, Melbourne, Adelaide, Perth		I was a few for the total	Hongkong Hotel Company, Limited
Dunedin and Frementle			Hongkong Ice Company, Limited
			Hongkong Rope Manufacturing Co., Limited
· ·			

## THE WHISKY OF THE NEW WORLD

# "CANADIAN CLUB"

# WHISKY.

# H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

COMMER		Ì.
EXCHA	- NGE	
CLOSING QUO		
	June 9th.	
On London:		
Telegraphic Transfer	1/93	
Bank Bills, on deman	d1/9 7	
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Credits, at 4 months'	sight229	
ON GERMANY:-		: :
On demand	182½	
ON NEW YORK:-	p.	. 4
Bank Bills, on demand	d43½	
Credits, at 60 days' si	glit44g	
ON BOMBAY:-		3
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Bank, on demand	1344	1
ON CALCUTTA:		·
Telegraphic Transfer	1333	-
Bank, on demand	<b>134</b> }	
On Shanghai:—		
Bank, at sight	<u>74</u> g	
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On Manila:—On demai	10—Pesos—873	
On SINGAPORE:—On der	nand76§	43
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On Haiphong:—On dem	and83 /, pm.	
On Saigon :—On demand On Bangkok :—On dema		
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Sovereigns, Bank's Buyi Gold Leaf, 100 fine, per	trol 057.65	
ATTENDED TO A ST. BLEEF FEFE THAT	13441 35% ( 15% )	-

BAR SILVER, per oz. ......241

# JOHNSTONE'S " SQUARE BOTTLE" WHISKY. UNVARIED FOR 150 YEARS. THE SAME TO-DAY AS IN 1745

BEWARE OF WHISKIES Soldunder Similar Names. Known in Hongkong

Half a Century.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS. [52] Benares Old ...

CELEBRATED MOST

WORLD

# GEREE CASTLES?

MANUFACTURED TOBACCO & PACKED IN AIR-TIGHT

ASK FOR MAGNUMS (HAND MADE)

75 CENTS PER TIN OF 50.

EVERYWHERE

VALUE, PAID UP.

£7

& H. WILLS

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 9TH, 1909.

SHARES.

120,000

99,925

8,604

60,000 50,000 50,000 200,000

40,000

60,000 50,000

10,000

55,700

36,000

18,000

400,000

60,000

12,000 8,000 5,000 60,000

10,000 20,000 24,000 8,000 10,000 12,400 12,000

50,000 150,000 6,000

78,000

12,500

200,000

25,000 50,000

75,000

20,000 7,000

4,000

30,000 -20,000

80,000

60,000

10,000

10,000

6,000

20,000

15,000

9,900 ordy,

100 fders

50,000

Value.

Benlaria.

June 8th-Kaisow.

Amount

Tis.-767,200

per chest.

2,000,000

16,000 Fcs. 250

Tls. 100

Tls. 100

\$83.33 \$250 £15 \$250 \$100

810

\$100

\$50

\$10 \$10 \$100 \$100 \$10

Interest.

Tls. 250 | 7 % p. annum | Par.

VERNON & SMYTH, Share-Brokers.

STEAMERS PASSED THE CANAL.

May 22nd-Malta, Mishima Maru, 26th-

Si. Orestes. Patroclus, Sikh. June 2nd-Cyrus,

Dacre Castle, Indrawadi, Glencarn, Tycleus.

5th-Tranquebar, Indrashama, Prometheus,

Sardinia, Slavonia, Tonkin, Carnaryonshire,

Mochaon, Nubia, Silesia. 9th-Kleist, Yeddo,

ARRIVALS AT HOME.

Canton Insurance Office Co., Limited China Fire Insurance Co., Limited

North-China Insurance Co., Limited

Union Insurance Society, Limited

LANDS AND BUILDINGS --

China Traders Insurance Co., Limited...

Hongkong Fire Insurance Co., Limited

Yangtsze Insurance Association, Limited

Hongkong Land Invest, Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.

Shanghai Land Investment Co., Limited

Société Française des Charb'ges du Tonkin

Raub Australian Gold Mining Co., Ld ...

Kowloon Land and Building Co., Ld.

West Point Building Co., Limited ....

Peak Tramways Co., Limited.....

Philippine Co., Limited

China Sugar Refining Co., Limited .....

China and Manila Steamship Co., Ld ... |

Douglas Steamship Co., Limited ......

Hongkong, Canton & Macao S.B. Co., Ld.

Indo-China Steam Navigation Co., Ld.

Shell Transport & Trading Co., Limited...

Star Ferry Company, Limited ....... }

Campbell, Moore & Co., Limited

Wm. Powell, Limited .....

Weissmann, Limited

United Asbestos Oriental Agency, Limited }

OPIUM

... \$1,100/1,150 per pic

\$1.160/1,200

... \$1,210/1,250

... \$1,260/1,320

South China Morning Post, Limited ......

Steam Laundry Company, Limited .....

STORES AND DISPENSARIES .-

Union Waterboat Co., Limited

Loans.

Chinese\_Imperial\_1886

Persian fine quality ... \$1,050/1,090

Persian extra fine... \$900/950

Patna New ... ... \$1,020

Quotations are: —

Malwa New ...

Malwa Older ...

Malwa V. Old

Malwa Old

Patna Old

Benares New ...

Luzon Sugar Refining Co., Limited .....

Robinson Piano Co., Limited .....

INSURANCES .-

REFINERIES.

STEAMSHIP COMPANIES .-

BRISTOL & LONDON.

CLOSING QUOTA-

TIONS CASH.

\$990, sales

\$51, buyers

\$12 \$13½, buyers

\$10 894, buyers

86 \$162, buyers

\$67.

Tls. 100 | Tls. 162.

Tls. 85.

\$10 \$9, buyers

\$11, sellers

\$210, buyers

\$19, buyers

\$40, (new)

\$25, sales

\$50 \$195, sellers \$20 \$110, buyers \$25 \$85½, buyers \$50 \$345, buyers £5 Tls. 104, buyers

\$845. \$215.

\$100 \$110, buyers all \$9½, buyers

50 Tls. 120. \$50 \$46.

all \$625, buyers

all ( \$13.20, buyers

\$142, sellers

\$15, sellers

-S1 | Sl<sub>2</sub>, sales

\$10 \$8, sellers

\$50 \$50, sellers

\$25 | \$11, sellers all | \$36.

\$48½. \$25½.

61/-, buyers

\$26. \$15½. —

\$5½, sellers

\$24, sellers

\$7 \$4, sellers

\$10 | \$32, buyers \$10 | \$8.70, sales

\$100 \$150, buyers \$4 \$13, buyers \$10 \$230.

\$10 | \$103, buyers

Quotation,

\$15 \$33, sales

all

18/10 \$94

\$30, buyers

\$100 \$60

Tls.

\$71, (old) sel.

\$155, sellers

\$59, sal. & bny.

12/6

Tls. 50 Tls. 50 Tls. 124.

all all

\$63 Tls. 100

\$25

25,000 \$10 \$10 \$8½. 10,000 Tls. 75 Tls. 75 Tls. 85. 8,000 Tls. 100 Tls. 100 Tls. 105.

2,000 Tls. 500 Tls. 500 Tls. 370.

\$10¼, buyers

\$7. sellers

## VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. str. Yorck carrying the German Mails with dates from Berlin of the 19th ult. left Colombo on Saturday the 5th instant p.m., and may be expected here on or about the 16th Miss Hilda Clark

The I.G.M. str. Prinz Sigismund left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst. THE AMERICAN MAIL.

The P.M. str. Korea from San Francisco sails from Yokohama on the 8th instant, and is due Mrs. Gaertner & child to arrive at this port on the 19th instant. THE CANADIAN MAIL.

The C.P.R. str. Empress of China left Van. Mr. N. McD. Howie conver a.m. on Thursday the 3rd instant for Dr. F. Keyt Hongkong via the usual Ports of call. MERCHANT STEAMERS.

The H.-A. Linie etr. Brasilia left Singapore on the 3rd instant a.m., and may be expected Mr. C. F. Cooke The N.Y.K. str. Sanuki Maru (European Mr. J. H. Gardner Line) left Singapore on the 4th instant, and is Mr. E. A. Irving expected here to-day.

The Swedish str. Canton left Shimonoseki on the 5th inst., and may be expected here to-The C.N. Co.'s str. Changsha left Sydney on the 17th ult., and is due here to-morrow.

The str. Segura left Singapore on the 6th instant, and may be expected here to-morrow.

The C.N. Co.'s str. Kweiyang left Chefoo on the 5th inst., and is due here to-morrow. The Bank Line str. Gymeric sailed from Yokohama to Hongkong via Kobe, Moji and

Manila on the 5th instant. The Mexican & Oriental S.S. Line Ltd.'s str. Erroll sailed from Saline Cruz on the 24th ult. for Japan and Hongkong.

The E. & A. str. Eastern left Sydney on the

5th inst. via Queensland Ports, Port Darwin, Timor and Manila. The Bank Line str. Kumeric sailed from Seattle to Hongkong via Japan and Manila on

the 3rd instant. The C.N. Co.'s str. Nanchang left Chefoo on the 6th inst., and is due here on the 12th inst. The N.Y.K. str. Shinano Maru (American Line) left Kobe for this port via Moji and Shanghai on the 4th instant, and is expected

here on the 13th inst. The American and Manchurian Line str. = Matoppo left Singapore on the 7th inst., and is due here on or about the 14th inst.

The N.Y.K. str. Yetorofu Maru (Bombay Win

Line) left Bombay for this port via Singapore. on the 27th ult., and is expected here on the 19th inst.

#### PASSENGERS. ARRIVED.

Per Anhui, from Shanghai, Mr Ross. Per Kueichow, from Tientsin &c., Mr. D. Phomas.

Per Haiching, from Coast Ports, Dr. Chinehill, Messrs Mickle, McDermott and Henry. hill, Messrs Mickle, McDermott and Henry.

Per Devanha, for Hongkong, from Colombo,
Mr E. Meggett; from Bombay Mr G. Harumull; from Singapore, Mrs Framort, Dr. F.
Wortheimer, Messrs G. Robertson, J. Jameson,
F. Barbe, G. Hutchinson and C. E. Watkins;
from Penang, Miss Boyd; for Shanghai, from
London, Mrs L. Frankland and Mr L. Moseley;
from Marseilles, Mr Edwards; from Port Said,
Mr and Mrs Meyer; from Bombay, Mr and Mrs
Jamada, infant and servant, Messrs Dharamtie
and Morve; from Singapore, Rev. Carr Smith. and Morye; from Singapore, Rev. Carr Smith, Messrs J. McDonald, Land & Kerr; for Yoko-hama, from London, Mr & Mrs Arnold, Misses Gregory, Berbak, Hildare, Edwards, Babley, Smith, Romaine. Tenby, Greenhall, Mooney, Heron, Marrdy, Walsh, Robertson & Lazurus, Masters Turner, Patchley & Metzortalk, Messrs Danby, Thomas, Cowan, Coyne, Frith and Quintwall; from Marseilles, Mrs Stevens, Mr W. Manning and-Mr A. Brown; from Port Said, Miss Fetzgerald; from Singapore, Miss Jones, Mr Peacock, infant and servant, from Penung, Misses E. Kerys, R. Kerys, Munro, Davis, Fitzgerald, Wallington and McGill, and Mr Lepez.

Per Kumano Maru, for Japan, Mr and Mrs J. F. Ramirez, Mr and Mrs F. G. MacKenzie, Mr and Mrs W. Masuda and child, Mrs A. Ballard, Mrs Sudzuki, Mrs Wilcox, Mrs J Deans, Mrs Knott, Mrs L. Kawamura & child, Mrs Nora Pascol, Mrs Rustia, Mrs H. Walker, Mrs Mayeda and child, Mrs Yum Corgum, Mrs Ahaki, Misses, B. Ramirez, R. Ramirez and Noaks, Commander Wright, Lt. Slater, Dr. W. York, Benvorlich, Palma. 29th-Ambria, Awa J. Stewart McKay, Dr. F. G. Hawpsworth, REPAIRING SHIPS, ENGINES, and Maru, Armand Behic, Glamorganshire, Konang-Messrs J. D. Murray, D. J. Marks, Manson, BOILERS; and also ELECTRICAL W. Hardon, R. Leeper, W. Cope, C. C. Black, WORK. D. C. Black, G. R. Coleman, H. M. Perry, Fitzrov. Enos Seth, C. L. Gibson, W. Deans, D. R. Olivieri, H. L. Moss, L. H. Spring, A. B. Yerns, E. L. Powell, R. Beattie, H. Hashim, "OURA-MARU" (712 tons, 700 I.H.P.) G. Miyauchi, J. Sonoda, Sudzuki, Imamura, J.

mote and Shiova.

## VISITORS AT HOTELS

Hongkone Hotel Mr. G L. Lievesley Mr. E. Bartesayhi Mr. D. Macdonald Mr. and Mrs. W. Mr. N. MacLutzre Dr. O. Marriott Bunner Mr. H. Caldicott Miss K. A. Massey Mr. H. L. Condon Mr. H. M. McCabe Mr. G. C. McIntosh Lt. E. L. Daley Mr. E. W. Day Dr. G. W. McKean Capt. and Mrs. F. D. Mr. J. E. Menagh Evans Mr. Denman Fuller Mr. J. Gell

Mr. H. J. Morse Mr. J. D. Mulder Mr. and Mrs. C. C Mies E. H. Gill Osborno Miss V. H. Gill Mr. E. H. Roy Mr. F. Reiser Mr. J. Rosenfeld Mr. A. B. Giles Mr. G. V. Hoyes Hon. Mr. E. A. Hewett Mr. H. S. C. Rowley Capt. R. Innes Mr. L. T. Ruprecht Mr. & Mrs. A. Jamada, Mr. E. G. Sahlin Miss S. S. Scult Mr. J. R. Jamieson Mr. A. J. Skinn Surgeon and Mrs. A. D Mr. O. C. Kench Spalding, n.n. Mr. C. W. Kerridge

Kc. J. Spittles Mr. W. T. Stebbing Mr. & Mrs. W. D. Kraft Mr. A. S. Ward Mr. Chas. E. Watkins

Miss Levenson King Edward-Hotel.

Miss Kraft

Mr. E. Leverson

Mr. A. N. Kemp

Mr. McDermott

Mr. J. P. Baxter Mrs. W. C. Passmore Mr. J. H. Pearson Mr. Thes. W. Kydd Mr. M. Scarpari Mr. A. R. Luckie Mr.&Mra S. Silverston Mr. E. E. Smith Mr. H. N. Mody Miss A. Square Mr. N. Murakami Mr. D. V. Steavenson Mr. & Mrs. Thompson

Mr. D. M. Nicolson Mr. B. L. Packer Miss H. M. Thompson KINGSOLERE PRIVATE HOTEL. Mr. E. Arndt Mr. Cruickshank Mr. P. Sydenham Dixon & Mrs. Jas. D. Mr. Fernihough Auld & children Mr. A. Austin Mr. H. R. Hunt Mr. E. W. Banckham Mr. & Mrs. A. Köhler Madame Beandown Mr. L. V. Langstein

Mr. F. Bevington Mr. & Mrs. Macdonald Dr. Black Capt. & Mrs. Charles Mr. & Mrs. Brodersen Windsor Mason, jr. Mr. F. K. Frownrigg Mr. R. S. Morrison Mr. H. Bulmer Mr. Hans-Popper Mrs. Butcher Mr. P. C. Potts Mrs. G. Sachse Mr. J. D. Butcher Mr. & Mrs. Carl N. Miss K. Sachse Carlson & children Mr. S. P. Warbrook Mr. S. H. Carnelley

Capt. C H. D. St. Clair, Mr. and Mrs. B. A Wennink ' Dr. & Mrs. F. Clark Mr. Wright Mr. W. Arphold Zede Mr. A. B. Cragge ORIENTAL HOTEL.

Mr.&Mrs. W. S. Brown Mr. Lennox Mr. F. T. Chapple Mr. R. A. Lowry Mr. P. Currie Mr. P. C. Fenwick Mr. J. McConmack Mr. W. Pringle, jr. Mr. Wm. Reid Mr. H. W. Robjohn Mr. W. F. Gray Mr. & Mrs. J Harrington Mr. R. Taylor Mr. A. Uschmann Mr. J. Weir

KOWLOON HOTEL, Dr. D. R. Paul Mr. W. Camara Mr. A. Camara Mr. E. Pond Mr. W. Reinhardt Mr. L. Ender Mr. J. J. Sibbett Mrs. W. B. Simpson Mr. W. Thorne

> HONGKONG TIDE TABLE. From June 10th to 18th, 1909.

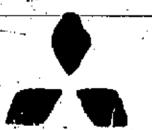
HIGH WATER.			LOW WATER.						
'Day of Weeks.	Day of Month.	Ho Mea	ngkeng n Time.	Hongkon Height Mean Time		ngkong n Time.	Height.		
Thur	10	m	h. m. 3 59 1 28 m	ft.	in. 0	, <b>m</b>	b. m. 6 18 9 80 a	ft.	in.
Fri.	n	200	4 53 3 8 a	6	8	101.	9 0 10 26 a	4	0 4:
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Gun.	13	<b>म</b>	6 8 6 0 a	5	86888	123	D 0 B	3	Ī
Mos.	14	m,	6 84 7 18 m	6 6	1 1	m	0 2 1 8 a	2 2	1 2
Tues.	15	m	7 6 8 28 a	6	8	m.	0 40 1 55 a	2	6
Wed.	10.	m	7 36 9 18 a	ě	8 7	_ D2	1 14 2 40 a	0	6 7 8

#### HONGKONG METEOROLOGICAL. REGISTER,

Hongkong Observatory, June 9th.

· · ·	Previous Day ab 4 p.m.	On Date at.	On D to at 4 p.m. 29.75			
arometer	29.78 86	29.84				
umidity ind-Direction	74	75 8W	75 			
Force	4 00	. 8 	8 <b>Q</b> q			
ATT	112/200		***			

Highest open air Temperature on Sth..... 88



### MITSU BISHI DOCKYARD -AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK," A.1, A.B.C., and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length ... Length on Blocks

Width of Entrance on Top

Width of Entrance on Bottom

Water on Blocks at Spring Tide

DOCK No. 1. Extreme Length ... Length on Blocks— ... ... 513 ,. Width of Entrance on Top

Width of Entrance on Bottom ... Water on Blocks at Spring Tide 62 .. DOCK No. 2. Extreme Length ... 371 fee Length on Blocks Width of Entrance on Top-Width of Entrance on Bottom ... Water on Blocks at Spring Tide PATENT SLIP. Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or

A LARGE STOCK of MATERIALS is always kept on hand...

The COMPANY has the powerful steamer specially built for SALVAGE PURPOSES Rustia, Tanaka, Kusuga, Shioya, Seto, Matsu- equipped with necessary gear, always ready Short Notice. [805] ما

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